

ROYAL NAVAL DIVISION.  
PUBLIC SCHOOL BATTALION.  
FIVE ADMIRALTY have given  
a special permission for raising  
a Battalion of 1,000 men, which will be  
strictly limited to Public School or  
University Men and who will serve  
together as a Unit.  
Training is now going forward.  
Applicants desiring to enrol should  
apply at once to  
ROYAL NAVAL DIVISION,  
5, 7 and 8, Old Road Street, W.  
God Save The King.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

CAILLE  
SPEED PORTABLE  
MOTORS.  
Magnet and Battery  
Ignition Combined.  
The very latest in Portable  
Motors.  
ALEX. ROSS & Co.,  
Machinery Office,  
4, Des Vaux Road Central.

No. 17,959. 號十六百九千七萬一第 日六十二月十年卯乙 HONGKONG, THURSDAY, DECEMBER 2ND, 1915. 四拜禮 號二月二十年四國民華中 PRICE, \$3 PER MONTH.

## THE HOME MAILS.

### TO ARRIVE.

Dec. 5th.—The English mail, per s.s. KASHMIR.

### TO DEPART.

Dec. 2nd.—Europe via Siberia, at 11 a.m., per s.s. MISHIMA MARU.  
Dec. 2nd.—Europe via Siberia, at 3 p.m., per s.s. SINGAPORE.  
Dec. 2nd.—Straits, Ceylon, Port Said, Marseilles and London, at 11 a.m., per s.s. KATON MARU.  
Dec. 3rd.—Straits, Burmah, Ceylon, Aden, Egypt and Europe, at 2 p.m., per s.s. SARDINIA.  
Dec. 4th.—Japan via Nagasaki, United States, South America, Canada via San Francisco and United Kingdom via Canada, at 11 a.m., per s.s. CHINA.  
Dec. 4th.—Europe via Siberia, at 5 p.m., per s.s. LUCHOW.  
Dec. 11th.—Saigon, Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. POLYNESIA.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 9th December, 1914. [724]

PEAK TRAMWAY COMPANY  
LIMITED.  
TIME TABLE.

WEEK DAYS.	
1.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 2.45 " "	" " 15 "
2.45 " " 3.15 " "	" " 10 "
3.15 " " 3.45 " "	" " 15 "
3.45 " " 4.15 " "	" " 10 "
4.15 " " 4.45 " "	" " 15 "
4.45 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 " " 11.00 p.m.	Every Half-Hour.
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.00 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 2.00 " "	" " 15 "
2.00 " " 3.00 " "	" " 10 "
3.00 " " 4.00 " "	" " 15 "
4.00 " " 5.00 " "	" " 10 "
5.00 " " 5.30 " "	" " 15 "
5.30 " " 8.10 " "	" " 10 "
NIGHT CARS on Week Days.	
SUNDAYS.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.	
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Cash and order representing Bank Notes.	
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 15th June, 1915. [1042]	

FRENCH LESSONS  
G. MOUSSON,  
15, MORRISON HILL ROAD.  
[1230]

SAVOY HOTEL.  
21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL  
in the City. Near to everywhere, and  
providing all modern conveniences.

American or European Plan.  
Rates \$4 and \$5 per day.  
Special terms to monthly guests.  
Cable address SAVOY. Telephone No. 2,510.  
C. A. RIDDLE,  
Manager. [882]

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contraband Condensers, Stone's Manganese, Bronze Castings,  
Parson's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI  
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.  
GRAVING DOCKS AND PATENT SLIP.  
Dock No. 1. Dock No. 2. Dock No. 3.  
Length on Keel Blocks ... 510 feet 350 714 feet.  
Breadth at Entrance on bottom ... 77 " 53 " 68 "  
Depth of Water on Blocks at Spring Tide ... 24 " 24 " 24 "  
Water on Blocks at Spring Tide ... 24 " 24 " 24 "  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
The Salvage Steamer "OURA MARU," 716 tons and 13 knots.  
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.  
[TELEGRAPHIC ADDRESS: "DOCK," KOBE.]  
FLOATING DOCKS.  
No. 1. 7,000 tons. No. 2. 12,000 tons.  
Breadth at Entrance on bottom ... 480 feet. 530 feet.  
Max. Length of Ship taken in ... 56 " 66 "  
Max. Breadth of Ship taken in ... 32 " 36 "  
Max. Draft of Ship taken in ... 32 " 36 "  
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki).  
[TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.]  
GRAVING DOCK.  
Length on Keel Blocks ... 368 feet 0 inch.  
Breadth at Entrance on bottom ... 58 " 0 "  
Depth of Water on Blocks at Spring Tide ... 25 " 7 "  
Floating Crane capable of lifting 20 tons weight.  
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS  
are closely connected with each other, enabling them to co-operate in the prompt execution  
of work and to suit the convenience of customers.  
Any Orders will be promptly attended to and Estimates sent on application. [506]

## THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:  
Now well-known throughout the East for  
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'  
BUNKERS AND HOUSEHOLD PURPOSES.  
KAIPING COKE:  
Competes with the best quality English Cokes for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.  
HIGHEST FIREBRICKS GRADE  
FIRECLAY.  
STOCK ALWAYS ON HAND.  
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG  
TELEPHONE NO. 1030.  
DODWELL & CO., LTD.,  
Hongkong, 1st October, 1914. AGENTS. [44]

## SOUTH MANCHURIA RAILWAY.

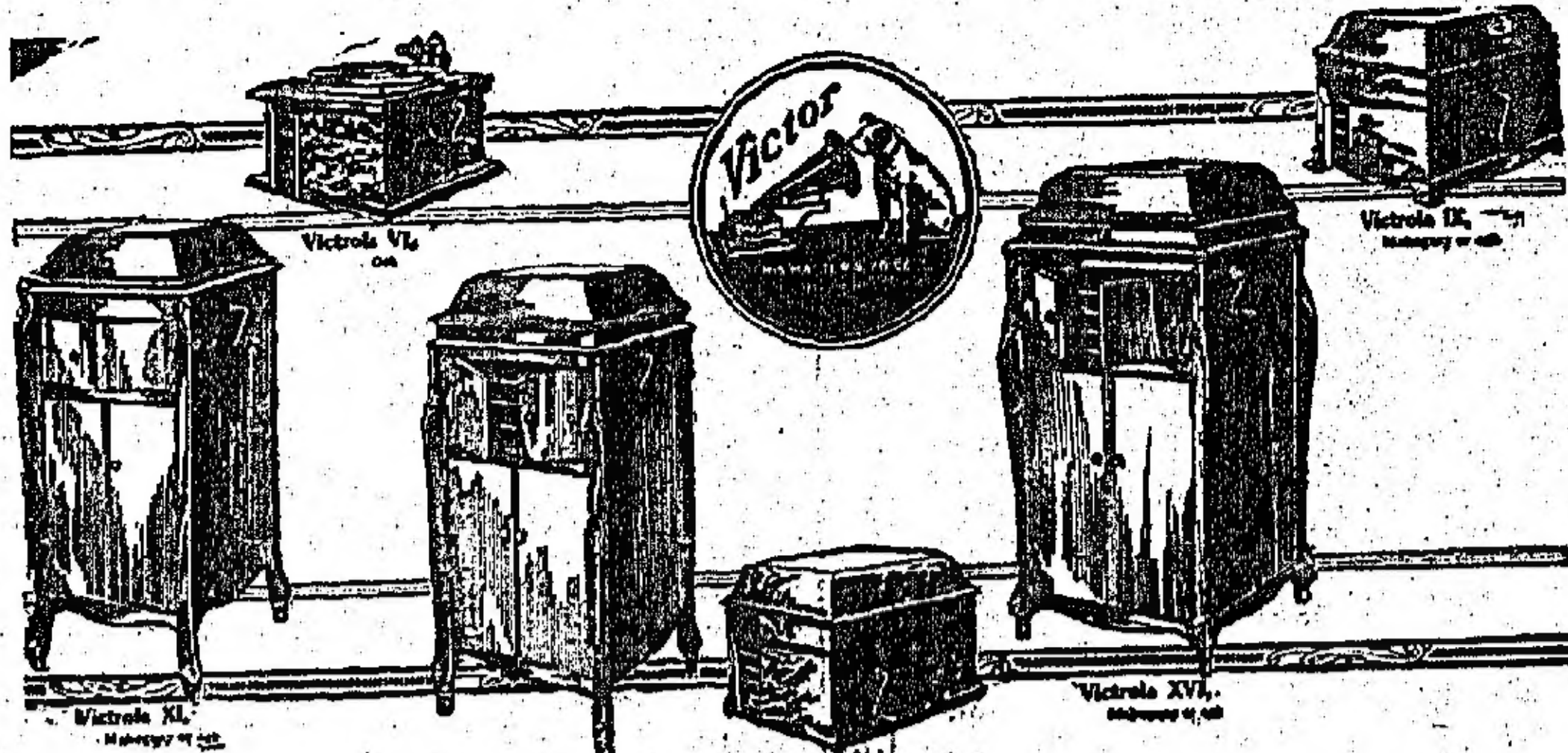
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY  
OPENED TO THE TOURIST AND HOLIDAY-MAKER.  
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE  
FAR EAST AND EUROPE IS STILL VIA THE  
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.  
Owing to the War the THIRTEEN WEEKLY EXPRESS TRAIN SERVICE has been  
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed  
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated  
between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with  
Dairen-Saiton (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"  
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
		Connecting at Harbin with the Trans-Siberian Route to Petrograd.				Connecting at Harbin with the Trans-Siberian Route to Petrograd.	
1st Class Parer	2nd Class Parer	Shanghai	Manchuria	1st Class Parer	2nd Class Parer	Shanghai	Manchuria
Yokohama	Yokohama	8.30 p.m.	8.30 p.m.	Yokohama	Yokohama	8.30 p.m.	8.30 p.m.
Manila	Manila	8.30 p.m.	8.30 p.m.	Manila	Manila	8.30 p.m.	8.30 p.m.
London	London	8.30 p.m.	8.30 p.m.	London	London	8.30 p.m.	8.30 p.m.
Paris	Paris	8.30 p.m.	8.30 p.m.	Paris	Paris	8.30 p.m.	8.30 p.m.
Brussels	Brussels	8.30 p.m.	8.30 p.m.	Brussels	Brussels	8.30 p.m.	8.30 p.m.
Amsterdam	Amsterdam	8.30 p.m.	8.30 p.m.	Amsterdam	Amsterdam	8.30 p.m.	8.30 p.m.
Antwerp	Antwerp	8.30 p.m.	8.30 p.m.	Antwerp	Antwerp	8.30 p.m.	8.30 p.m.
Luxembourg	Luxembourg	8.30 p.m.	8.30 p.m.	Luxembourg	Luxembourg	8.30 p.m.	8.30 p.m.
Strasbourg	Strasbourg	8.30 p.m.	8.30 p.m.	Strasbourg	Strasbourg	8.30 p.m.	8.30 p.m.
Nancy	Nancy	8.30 p.m.	8.30 p.m.	Nancy	Nancy	8.30 p.m.	8.30 p.m.
Metz	Metz	8.30 p.m.	8.30 p.m.	Metz	Metz	8.30 p.m.	8.30 p.m.
Reims	Reims	8.30 p.m.	8.30 p.m.	Reims	Reims	8.30 p.m.	8.30 p.m.
Champanne	Champanne	8.30 p.m.	8.30 p.m.	Champanne	Champanne	8.30 p.m.	8.30 p.m.
Verdun	Verdun	8.30 p.m.	8.30 p.m.	Verdun	Verdun	8.30 p.m.	8.30 p.m.
Meuse	Meuse	8.30 p.m.	8.30 p.m.	Meuse	Meuse	8.30 p.m.	8.30 p.m.
Marne	Marne	8.30 p.m.	8.30 p.m.	Marne	Marne	8.30 p.m.	8.30 p.m.
Seine	Seine	8.30 p.m.	8.30 p.m.	Seine	Seine	8.30 p.m.	8.30 p.m.
Normandie	Normandie	8.30 p.m.	8.30 p.m.	Normandie	Normandie	8.30 p.m.	8.30 p.m.
Bretagne	Bretagne	8.30 p.m.	8.30 p.m.	Bretagne	Bretagne	8.30 p.m.	8.30 p.m.
Normandie	Normandie	8.30 p.m.	8.30 p.m.	Normandie	Normandie	8.30 p.m.	8.30 p.m.
Bretagne	Bretagne	8.30 p.m.	8.30 p.m.	Bretagne	Bretagne	8.30 p.m.	8.30 p.m.
Normandie	Normandie	8.30 p.m.	8.30 p.m.	Normandie	Normandie	8.30 p.m.	8.30 p.m.
Bretagne	Bretagne	8.30 p.m.	8.30 p.m.	Bretagne	Bretagne	8.30 p.m.	8.30 p.m.
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Bretagne	Bretagne	8.30 p.m.	8.30 p.m.	Bretagne	Bretagne	8.30 p.m.	8.30 p.m.
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Bretagne	Bretagne	8.30 p.m.	8.30 p.m.	Bretagne	Bretagne	8.30 p.m.	8.30 p.m.
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PRICES AND STYLES TO SUIT ALL.

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[31-3]



THE FIRST NAVAL V.C. OF THE WAR was awarded to Lieut. L. D. Holbrook, R.N., for "most conspicuous bravery" on December 19th, 1914, when in command of the submarine B11 he entered the Dardanelles and, notwithstanding the very difficult current, dived his vessel under five rows of mines and torpedoed the Turkish battleship "Mesoudiyeh," which was guarding the mine-field. Lieut. Holbrook succeeded in bringing B11 safely back although assailed by gun-fire and torpedoes, having been submerged on one occasion for nine hours.

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### BRITISH TRADE IN CHINA. THE OLD METHODS AND THE NEW.

The following article is taken from the special China supplement recently published by the *Manchester Guardian*. It was specially written for that paper by a Shanghai resident with intimate knowledge of his subject.

To write of China trade at such a time as this is to write of China as affected by the war. It may seem strange that this great peaceful country, so far removed from the actual centre of hostilities, should be in any way affected, but even though the country may have been little moved by the expulsion of the Germans from Tsingtao, and although the people may still continue their daily round as the most impassive of neutrals, the foreigner in the Treaty Port has suddenly realised the existence of new conditions—and in China the foreigner is still the medium through whose hands every ton of the foreign trade must pass. The Chinese have all the instincts and capacities of great merchants, but they have not yet acquired the international credit or the financial organization which would enable them to handle any big business direct with the producer and consumer in Europe.

Now the war has had an interesting effect upon the foreigner. It has made us take stock of our position, made us realize its strength and weakness, and the strength and weakness of our rivals in the field. Perhaps the first thing which has been brought home to us is the great strength of German policy here. No matter to which branch of the trade we turn our attention, to the import of piece goods and metals, to the export of produce, or the installation of foreign machinery, the German is always there, a little further into the field, a little more active, a little more before the eyes of the Chinese. And we naturally ask what it all means, how it has happened, why nobody notices it before.

The reasons are not far to seek. The Englishman was the pioneer in China. He shipped away the early cargoes of silk and tea, he brought in the first woolen fabrics—the produce of our great industrial centres a hundred years ago—and he gradually replaced them by cotton stuffs as cotton came to the fore in the life of industrial England. He was first, and practically alone, in the field. He got on well with the Chinese; the two people liked and trusted one another. He had as much business as he could comfortably handle, and very pretty fortunes were made by a few closed circles of Chinese on the one side and by the great merchant houses from England on the other.

But the industrial evolution of Europe has thrown out its influence as far East as China. The increase of population and the steady advance of the industrial wave soon created some need of expansion in Germany, as had been the case in England. Germany began to produce goods which needed foreign markets, and men who sought for some career overseas. Then came Japan, urged by the same need and eager to join in the race for the spoils. It was suddenly realized that China offered one of the best and biggest outlets for the surplus goods; four hundred million people in a prosperous and powerful country with no serious political entanglements could surely provide such markets as would absorb the energies of all. The British monopoly was broken, and some fifteen years ago a campaign began which was destined to change the whole course of trade in China.

THE REAL TROUBLE. The Consuls wrote warnings in trade reports, a few Chambers of Commerce showed a spasmodic interest in the new departure, but no one seemed to take seriously or to realize that their own interests were likely to be affected. And why? They were unmoved because they saw nothing of the new campaign; new influences might be at work beneath the surface, but their results were not apparent. The big British houses in China still had as much business as they could handle, the British manufacturers were getting rid of large quantities of their produce, and only the smaller British houses had any cause for complaint. This state of affairs might have gone on for several years more but for the incidence of local disasters. The rubber boom and the two revolutions shook the China trade to its foundations, the old native banks began to collapse, the three influential dealers, the props of three generations, to fall. In 1914 the British merchants found themselves in an increasingly embarrassed position, and, with characteristic British pluck, they at last began to inquire what was wrong. There were, of course, a host of answers—a lack of communications, a depreciated and chaotic currency, a weak Government, and lack of confidence at home and abroad. The answers were all correct, but after all they expressed little that was new in this slow-moving country.

The real trouble lay in the fact that the Germans and the Japanese had got behind the first line of British commercial activity, and unless war had broken out and brought home to our people the seriousness of the situation in China, there seems little doubt that these competitors would have dominated the market within the next few years.

IN GERMAN HANDS. It was all a question of method, method and thoroughness. The British houses were surrounded by their old ring of Shanghai dealers and compradors, who resisted every suggestion of breaking new ground. Their attitude need cause no surprise; any divergence from the old-established channels of trade meant the destruction of their monopoly and the loss of their power. The newcomers had no such ties. They could not get into touch with the bigger dealers for most of them had old-standing connections with the British firms, so they had to look about and discover smaller men, to go further afield and to try new methods—a little easier terms, rather smaller profits, more individual effort. And they succeeded. There is some divergence of opinion as to the actual percentage of the trade now handled by the Germans in China, but it has mostly been captured during the last fifteen years. Practically the

whole of the export trade, the despised "muck and truck" of the past, is in German hands, a very considerable percentage of the imported piece goods are handled by Germans, and the Japanese are finding in China a useful market and a useful dumping ground for their new industrial products—cotton goods, cotton yarn, cigarettes, sugar, and a hundred smaller things—which did not count a few years ago, but which now represent a very considerable trade.

Of course, China has been one of the pleasant places of the earth from the commercial point of view, and the merchant prince was not inappropriately named. He had very little to do but to sit in his office and forward cargoes for the big Chinese dealers. They made it very comfortable for him, and he enjoyed some of that fragrant leisure and dignified prosperity which is so essential a part of China. The Chinese understand its value whether they be officials, compradors, merchants, or servants; they know that the Englishman has a proper appreciation of comfort and ease and sport, and where it suited their purpose, they took care that all were at his hand. The Chinese and the British worked very well together.

HARD WORK. There is no doubt that the Germans would gladly have settled down quietly and taken their share in this easy and profitable game. They had no special craving for discomfort and hard work, and indeed a few of those who were in the field have fallen in smooth, not to say luxurious, places. But to the majority the old field was closed; they realized that some new channel of trade was essential to success, and after careful study they discovered it. They found that most of the British houses in China were tied to shipping-houses in Great Britain by long-standing connections, and that they showed no tendency to handle the goods shipped over by other British firms. The Germans had no such ties; they encouraged the untied Manchester houses, bought their cottons and their metals in the cheapest market, and under conditions of very severe competition.

Having brought the goods, they had to devise machinery for selling them. The great Shanghai dealers were preoccupied with their existing business, so they went to the smaller men in Shanghai, and farther afield to Tientsin and Hankow and Canton; and then even farther into the interior, into Hunan and Szechuan and Kwantung, stimulating their native agents by foreign supervision, and teaching them the meaning of push and enterprise.

CREATING A DEMAND. The Germans realized, too, that in an undeveloped country such as China supply is not necessarily governed by demand. They supplied the goods, explained the value of them, and created a demand. That is a point which is often overlooked in considering the future possibilities of trade in China. Demands are being continually created by supply—it is proved by the extraordinary sale of such new things as cigarettes, kerosene oil, Russian and Japanese prints, candles, soap, caps, socks and vests, tinned and enamelled wares.

As these German agents penetrated into the interior they began to realize that a steady consumption of imports would depend to a large extent upon the sale of exports. The old staples, such as silk and tea, were in British hands, but were suffering severe and increasing competition from India, Ceylon, and Japan. They turned their attention therefore to minerals and to the old "muck and truck," beans, seeds, bristles, oils, hides and wool. They built up a great collecting machinery, they erected warehouses, and they provided useful cargoes for the German mercantile marine, which found in China a centre for profitable freights.

As they got more closely in touch with the merchants in the interior, with the producer and consumer, and with the various provincial Governments, they found possibilities of new openings. PROFITS GO TO GERMAN. Their undertakings were fostered by great combines in Germany, their activities were encouraged by Government support, and they found that the banks, banks of all nationalities, looked with favour on enterprise which showed a considerable turnover. They have spent money very freely, money which was found to a great extent by British banks, but the Chinese paid in the long run for this elaborate German machinery, and the major profits went to Germany—deservedly so, for it was German enterprise which opened the field.

And what has been the result? It has meant the distribution of German influence throughout the length and breadth of China. The Japanese have been quick to follow the German lead, and their people are established in every provincial capital, pushing their machinery, their cotton goods, their sundries, and their influence in the great hinterland, often beyond the reach of the railways and even of water communication. The Russians too have found the value of individual effort and personal supervision in distributing their prints in the north, and the citizens of the United States are constantly finding new markets for their machinery, which is now enjoying unusual freedom from competition owing to the preoccupation of British workshops as a result of war conditions.

Up to the present these campaigns have suited British manufacturers. Wherever Germany has been unable to supply the necessary goods or essential parts of machinery, British manufacturers have served their purpose. Cotton goods from Lancashire have been taken into the country by German distributing agencies—but they have gone under German marks, their country of origin carefully and effectively concealed. Before the outbreak of war the Germans commanded the vital centres in the commercial life of China, and unless they are replaced by British influences it is hardly to be expected that they will favour British goods—whether they be cotton goods or machinery—when once they can obtain their supplies in Germany, or in a cheaper market. In this connection it must not be forgotten that both Japan and China are growing rapidly as industrial centres. If Lancashire were sure of a continued monopoly of the cotton trade, or if Great Britain were

the only available source of supply for machinery, it might not matter very much; it is true that the British merchant houses in China would gradually be replaced by German houses, but our manufacturers would still find openings for their goods.

SERIOUS COMPETITORS are in the industrial field, however, and they must not be underestimated. Our competitors are no Free Traders, and sooner or later a domination of the China market by non-British distributors would mean the loss of that market for British goods.

THE REMEDY. The remedy appears to lie in individual effort and in closer personal relations between the British and the Chinese engaged in the China trade. No one who has seen the British and the Germans and the Japanese working side by side can have any misgivings as to our power of recovering the position. The British are by nature a pioneer, full of energy and enterprise and resource. If our manufacturers and merchants will not realize the gravity of the present situation and the splendid possibilities of the China market in the future it is not too late to put things right. But we must abandon the present attitude of waiting for business to come to us. Manufacturers and shippers in the United Kingdom must co-operate wholeheartedly with British merchant houses in China; they must grasp the fact that the employment of non-British distributors in this market is weakening the position of the British distributor and hastening and facilitating the entry of non-British goods; they must remember that Japan is putting on to the market large quantities of greys, jeans, and whites, and that it will avail little to tell the Chinese that the Manchester goods are of better quality; and then goods are of better quality; and then they must watch the gradual development of industry in China. The merchant houses here must abandon their waiting attitude; they must realize that the days of monopoly are past, and that the number of Manchester representatives are at their doors, with British goods to sell, and a determination to get them to the Chinese consumer by hook or by crook.

Politically Great Britain has always stood for a strong, united, and prosperous China. Her prosperity is the first need for us as a great producing nation. A knowledge of their people, their language, and their needs is the only passport to commercial success.

The British Legation and the British Consuls are everywhere engaged in keeping the country open to trade, assisting in opening up communications, and in preventing the incidence of irregular and unfair taxation. The real health of China is bound up with the future of her Government and her administration. As that administration grows stronger and less corrupt, as communications improve, and as taxation and currency are gradually placed on a more regular footing the trade of China will develop and expand. It offers a great field to Lancashire and to every industrial centre in the United Kingdom. It only remains to take advantage of the present crisis, whilst our competitors are hampered by war conditions and financial disabilities, and to set ourselves to our new task with energy and courage in a determination that British trade shall regain its unvalued position in the Far Eastern markets.

### FRAUDULENT WATCHMAN AT SHANGHAI.

BADGE THIEF SENTENCED.

Lieu Ching-yong, who was charged at the instance of Messrs. Butterfield and Swire at the Mixed Court, Shanghai, before Mr. Grant-Jones, British Assessor and Magistrate Yu with being in unlawful possession of a metal badge, well knowing the same to have been stolen, and also with falsely pretending to Pun Yok-ping, commander of the str. *Sinkiang*, that he was employed by Yong Ah-kwei as a police watchman on board the ship, thereby endeavouring to obtain the sum of \$3 as payment for such pretended services, was sentenced at the conclusion of the hearing to eighteen months' hard labour.

In the witness-box the defendant averred that he had been engaged as a watchman by Lok Ching-yong, one of the witnesses for the prosecution. Speaking of the *Wenchow* fight he said that it arose through the goods, which had been stolen, not being equally divided. All the witnesses in the case had conspired to harm the defendant because he did not visit Lok when he was in prison, on conviction for extortion. Yong Ah-kwei, he claimed, was a loafer and a thief before he was engaged by the complainants as a watchman and, although he was in the employ of the company, he was still recognized by the thieves as their leader. The Shanghai city magistrate investigated the matter of the fight on the *Wenchow* and as a result of that Yong Ah-kwei was sent to prison for one month. The metal badge produced was given to him by Lok Ching-yong when he engaged him as a watchman.

Lok Ching-yong, recalled, denied that he had given the badge to the defendant. Mr. J. F. Mess, wharfinger for the Company on their Pootung wharves, said that he did not hear of the *Wenchow* fight until a month after its occurrence. He knew the accused was one of a gang which had caused a lot of trouble. He was constantly loafing about the wharf and witness had repeatedly driven him off. He had never protested when driven away, nor had he produced any badge as used by the watchman.

### JAPANESE NAVAL INVENTION.

Mr. Naoto Suzuki, an artificer in the Yokohama Naval Arsenal, has to his credit an important and valuable invention, the application of which is said to make more highly effective the use of the fish torpedo in naval warfare. Particulars of the invention are not to be published as its contents and design pertain to naval secrets, but it is said that the invention establishes a record in the annals of naval mechanics, and will considerably add to the effectiveness of the fish torpedo.

### MARRIAGE OF MISS SWIRE AND CAPT. WYNDHAM-QUIN.

Capt. Richard Wyndham-Quin, 12th Lancers, son of Col. and Lady Eva Wyndham-Quin, of Castleown, Carrick-on-Suir, Ireland, was married to Miss Helen Swire, elder daughter of Mr. John Swire and Mrs. Swire, of Hillingdon, Harlow, and 47, Queen's Gate, Kensington, at St. Margaret's, Westminster, on October 20th.

The bride, who was given away by her father, was dressed in chiffon and old cream Brussels lace, the skirt having a pearl-embroidered tunic which formed a short square train, while a Court train which fell from the shoulders was of rare old lace with a double edging of net frills. Master Elma Kidston, in a white sailor suit, and Miss Elma Kidston acted as train-bearers. The bridesmaids were Miss Betty Swire, sister of the bride; Miss Noel Swire, her cousin; and Miss Olein Wyndham-Quin, sister of the bridegroom, who all wore dresses of pale orchid mauve tulle, with broad bands of pale broche silver tulle, and mauve veils fastened with silver wreaths. Capt. Dermot McMahon, 7th Hussars, acted as best man in the absence of Lieut. Valentine Wyndham-Quin, who was unable to get leave. The Rev. J. B. Andrews, vicar of Harlow and Rural Dean, officiated, and the service was fully choral.

Among those present at the ceremony and afterwards at 47, Queen's Gate, in addition to the family, were the Earl and Countess of Mayo, the Dowager-Countess of Mayo, Lord and Lady Ardee, Lady Eva Wyndham-Quin, the Countess Brassey and Lady Helen Brassey, Lady Constance Leslie, Field-Marshal Sir Evelyn Wood, V.C., Lady Leconfield, the Dowager Lady Leconfield, the Dowager Lady Lytton, the Hon. Algernon Bourke, Lady Alfreda Bourke, the Hon. Sir Arthur and Lady Lawley, and several officers of the 7th and 8th Hussars.

After the reception the bride and bridegroom left London for Dunraven Castle, Glamorgan, lent by the Earl of Dunraven. Among the large number of beautiful presents was a breakfast tea service, consisting of twelve pieces of solid silver, presented by Field-Marshal Sir Evelyn Wood, V.C., on behalf of the Essex Hunt. Sir Evelyn himself took the service to Mr. Swire's London house, the gift being accompanied by the following letter, written by the gallant Field-Marshal under date, Millhurst, Harlow, October 20th:—

"My dear Mr. Swire,—In recognition of the good sport enjoyed by the followers of the Essex Hounds during your happy and successful mastership—sport greatly enhanced by your generosity, hard work, and tactful courtesy to all—some of the residents in the district are giving to your daughter a wedding present. It may gratify you to see the names of subscribers which, as the oldest follower of the packs I forward herewith with our earnest wishes for Mrs. Wyndham-Quin's happiness.

### HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

- 1.—Private H. G. H. Griffith joined the Corps on 30th November, 1915, allotted Corps No. 1944 and posted to Scouts Company (No. 2 Section).
- 2.—Parades to-day. 5.15 p.m. Recruits of all units (except Right Section M. G. Co. and Signaling)—Squad drill and Rifle exercises at Headquarters under Sergt.-Major Higby and Sergt. Ramsay. Remainder, nil.

- 3.—Gun Club Hill, Kowloon:—On duty until 7th inst.—Scouts Co. Officer on duty: Lieut. Murphy. On duty to-night: Scouts Co. Officer on duty: Capt. Hutchison. On duty to-morrow: Centre Section M. G. Co. Officer on duty: Lieut. Wright. Orderly Sergeant until 7th inst.—Corpl. Duncan.

G. E. STEWART, Capt., Adjutant, H.K.V.O.

### HONGKONG POLICE RESERVE.

MUSKETRY, TIRE SHOOT. Blue uniforms, and helmets with white mushroom tops will be worn. Rifles will be provided on the range. It is expected that the Competition will be concluded by 5 p.m., but Teams should make their own arrangements for refreshment, if required.

ROUTE MARCH. All ranks will parade at Central Police Station at 9.5 p.m. sharp on Friday, Dec. 10th, for route march to Western Police District. Uniform, caps and covers, and rifles.

VISITING PATROLS, CENTRAL DISTRICT. Inspector Hynes.—Dec. 1st, 6th, 11th, 16th, 21st, 26th and 31st. Inspector Taylor.—December 2nd, 7th, 12th, 17th, 22nd and 27th. Inspector Wilden.—December 5th, 10th, 15th, 20th, 25th and 30th. Crown-Sergeant McEwen.—December 3rd, 8th, 13th, 18th, 23rd and 28th. Crown-Sergeant Wichee.—December 4th, 9th, 14th, 19th, 24th and 29th. Sergeant-Major Royance and Crown-Sergeant Langley will make arrangements to occasionally visit the Western District Patrols.

PARADES. Thursday, December 2nd.—Recruits of 3rd and 4th Platoons, No. 1 Company and of No. 3 Company. Friday, December 3rd.—Recruits of 1st and 2nd Platoons, No. 1 Company and of No. 2 Company. Monday, December 6th.—As on Thursday, December 2nd. Tuesday, December 7th.—As on Friday, December 3rd.

A League has been formed in Colombo the members of which pledge themselves not to "stand" drinks during the period of the war, and, of course, the wits of Colombo have lost no time in christening it the "Can't Stand a Drink League."



## ALLEGED DOUBLE MURDER AT WEST POINT.

At the Criminal Sessions yesterday, before the Chief Justice (Sir Wm. Rees Davies, K.C.) and a jury composed of Messrs. W. D. Bell (foreman), A. O. Lang, G. R. Cruz, P. O. Roza, R. E. St. Amory, R. Anderson, and H. Doughty, a Chinese brothel attendant was charged with the murder of two men and the attempted murder of another in a brothel at No. 572, Queen's Road West.

Prisoner pleaded guilty, but Mr. C. G. Alabaster (who defended) asked his lordship to take the usual course and enter a plea of not guilty.

The Chief Justice informed prisoner that he was defended by counsel and the proper course would be for him to take his trial.

The Crown Solicitor (Mr. P. M. Hodgson), prosecuting, told the jury that they must be quite satisfied from the evidence the Crown would produce that the prisoner had been proved guilty. On the 30th October there resided in this brothel a number of men who were called attendants, and also two musicians. Some time after 9 a.m. they were awakened by a row going on on the third floor. The first witness he would call would be a musician who had lived at this place for a number of years. He would say that when he waked up he saw the prisoner struggling with the deceased man Wong Pan. He would also say that he actually saw the prisoner stab Wong Pan. He got frightened because the prisoner apparently turned on him and chased him. This witness ran down the stairs to fetch the police. This was the only actual direct evidence of the stabbing; the other evidence would be circumstantial, but very strong. Another witness would say that he saw the prisoner holding a knife in his hand. Yet another man woke up to see the prisoner running after an attendant, and he himself was then chased. It was obvious that the prisoner was in a state of great excitement. A Chinese constable came up shortly afterwards and arrested the prisoner. The jury might wonder why, if this story was true, the prisoner should be running amok, ready almost to stab anybody who came within sight. It was not necessary for the Crown to prove a motive, but he thought there was sufficient evidence in this case to prove a motive. As far as he could gather, the prisoner had a grievance against one of the attendants (Wong Pan) at the brothel because, according to his statement when charged with the murder, Wong Pan had alleged that he (prisoner) had stolen something in the brothel, and he became very angry. He objected to Wong Pan making any such suggestion, and said that he had no right to make such an imputation; it was the duty of the master, not Wong Pan's. He said that Wong Pan was the only person he intended to stab.

The Crown Solicitor added that the mistress of the brothel would say that she had received, a month before, a complaint from a customer that one of the attendants had stolen a gold ear-pick from the brothel, but she did not directly accuse the prisoner. Mr. Alabaster objected to any statement concerning this and the objection was upheld.

A musician, who said he had known the prisoner for some years said he was awakened on the morning of the alleged murders by the shout of "Thief." He went to one of the cubicles, and saw Wong Pan defending himself with a pillow against the prisoner. The latter, on seeing witness, rushed at him, and he ran downstairs.

In answer to Mr. Alabaster, witness said that prisoner was trying to kill everyone within reach.

The Chief Justice—What was he like before?—He was very quiet.

You never knew him do anything like this before?—No.

You and the other inmates of the house were very much surprised?—Yes.

Dr. W. B. A. Moore gave evidence as to the nature of the wounds, and in reply to Mr. Alabaster, who suggested that prisoner's acts was a sign of insanity, said he thought it was. It might be that when a man killed the first man he would be perfectly sane, but if he was interfered with he would be likely to hurt anyone around him.

Mr. Alabaster—Most of the text books on impulsive insanity of that kind showed that it was due more or less to epilepsy in origin, and to ascertain that satisfactorily it would be necessary to apply certain tests. The first, his family history; but they had been unable to apply that test; then the man's personal history, which they knew very little about. The accused was one of those morose, sullen, quiet sort of people who did occasionally break out in those epileptic fits. The third test was one which counsel submitted he had proved, the act itself and the surroundings.

The Chief Justice conferred in Chambers with the Crown Solicitor, counsel for defence, and Dr. Moore, on this aspect of the case.

On the Court re-sitting, his lordship announced it was the invariable practice in England to have expert opinion on the man's mind, as far as possible at the time he committed the murder. It was necessary that the jury in this case should have all the evidence available and his lordship adjourned the Court until Friday morning at 10.30 in order that an examination of the accused might be made by the Medical Officer of the Gaol in conjunction with Dr. Moore.

## ALLEGED MURDER AT ABERDEEN.

## SUSPECTED THIEF BEATEN TO DEATH.

Before Mr. F. A. Hazeland, three Aberdeen Chinese were charged with the murder of a man named Tong Yik at Aberdeen on the 1st November. Mr. T. H. King, who prosecuted, said that there had been a good many thefts from gardens in a village near Aberdeen, where the prisoners worked. On this night there was a lot of shouting and fighting, and a man came up to the Police Station, and reported the matter. Complaints had been made of vegetables being stolen, and when the Police went down to look into the matter they found deceased lying on the ground some distance from where a basket of freshly-cut vegetables was lying. He was still conscious and was taken up to the Police Station, where, in the presence of the first two prisoners, he mentioned their names. In answer to the charge, the men made statements. The first prisoner stated that his wife woke him up, saying that she heard a noise outside, so he got up, and when he got outside he found that it was caused by a number of men. The second prisoner admitted that he struck the deceased "because he had stolen some vegetables," and the third prisoner denied that he was there at all and disclaimed any knowledge of the affair.

His worship—What are they alleged to have struck the deceased with? Mr. King—A bamboo pole. Sergeant Floyd went down and found some blood there. It seemed more of a village fight than anything else. The actual case is that they suspected the deceased of the thefts, and they decided to wait for him and give him a good trouncing, but went too far. The deceased had sustained a fractured skull and other serious injuries.

The case was adjourned.

## JURYMEN PLEAD FOR EXEMPTION.

Two gentlemen whose names were called for service on the jury in the murder case at the Criminal Sessions yesterday pleaded for exemption. Mr. Roza (of Messrs. Lowe, Bingham & Matthews) told his lordship the Chief Justice that he was a Sergeant in the Police Reserve and had to attend a drill at 5.15 that afternoon, and asked to be excused.

The Chief Justice said he was endeavouring as far as possible to excuse those who were on active service.

Mr. Roza asked his lordship also to take into account the fact that he had a considerable amount of Government work, namely, liquidation of certain firms, which was very urgent.

His lordship excused Mr. Roza, but said he was not prepared to exempt him altogether. He might be called upon next week.

Mr. G. P. Owen next asked to be excused owing to the fact that he was the only European in his office. This week was specially important to his firm, and it was urgently necessary that he should be at liberty. He would attend next week or on any subsequent occasion.

His lordship said he had had exactly similar applications, and he had to refuse all of them. His lordship, however, after further consideration of this juror's case, consented to discharge him.

## THIRTY-NINE PROSECUTIONS

## HAUL BY SPECIAL POLICE CONSTABLE.

P.-c. J. Arnold (Reserve) is assuredly becoming a terror to negligent shopkeepers and hawkers. At the Magistracy yesterday he summoned no less than thirty-nine licencees of Chinese wine and spirit shops in different parts of the Colony with failing to exhibit conspicuously in front of their licensed premises the numbers of their licences. Thirty-six of the defendants pleaded guilty and thirty-five were fined \$5 each and the other \$10. One defendant failed to put in an appearance.

Two of the defendants stated that they had permission from the Police to exhibit their signboards inside their shops.

P.-c. Cockle confirmed their statements and remarked that he had received orders from the Chief Detective Inspector, when renewing these licences, to allow the men to place their signs inside their premises.

P.-c. Arnold drew his worship's attention to the wording of the Ordinance, and the conditions of the licences, which distinctly stated that signs must be conspicuously displayed in front of the licensed premises and not inside the shops. In view of the action of the Regular Police in sanctioning this practice, however, he asked his worship to be allowed to withdraw these two summonses. The application was granted.

## ALLEGED OPIUM SMUGGLING BY A EUROPEAN.

## ACCUSED DISCHARGED AT SHANGHAI.

At H.M. Police Court, Shanghai, on November 23rd and 25th, T. D. Horne was charged, on remand, with having, on November 20th imported, or attempted to import, 892lbs. of unrefined Indian (Patna) opium valued at \$3,365.

Mr. R. F. C. Master appeared for the prosecution and Mr. F. Ellis defended.

His worship pointed out that the agreement under which the proceedings were laid, and which had been signed by the various Ministers, said:—At the expiration of this period, all treaty ports shall be closed to unrefined opium provided the Chinese Government has obtained the consent of the other treaty Powers. He asked if the prosecution had any evidence to offer that the consent of the other Powers had been obtained.

Mr. Master said that if the Court required evidence that the Chinese Government had obtained the consent of all the treaty Powers, he would have to ask for an adjournment, but even if that consent had not been obtained the British Government had bound its own subjects not to import unrefined opium into China and such importation constituted an offence which came under the Order-in-Council.

When the case was resumed on November 25th, Mr. Master said he was not able to produce the evidence which was suggested by the Magistrate, so he asked the Court to frame a charge under article 70 (1, 2), of the Order-in-Council. There was no doubt that such evidence would be obtainable, but at the moment it was not to hand.

The Court then framed two charges under Article 70, section 1 and Sub-section 2, relating to the importation of opium into China and attempted importation, with intent to evade the duties.

The accused, who pleaded not guilty, said that in March of this year, he was introduced to a man named Heckrath, who offered him employment as a valet. He had, however, to return to America and promised to communicate with him on his return. On October 7th Heckrath came round and saw him and said "I want you to go to China on Saturday; your boat goes on Saturday for China." He sailed from London on October 9th, from 7th, Mr. Heckrath gave him a first-class ticket, remarking at the time that he wanted four tickets, for himself and two friends, but as there was only one berth, he (the witness) would have to go alone. He said he had made arrangements with the manager of the shipping company that he, the witness, could take the luggage without paying excess. Mr. Heckrath said that he would follow by the next boat. His instructions were to go to Shanghai, and if there was no cable waiting for him instructing him what to do, he was to proceed to Kobe. He was given \$15 for expenses, and a further \$50 in the event of having to go home. On the Friday before he sailed, Mr. Heckrath went to his house, and shortly afterwards a dray with six trunks drew up. Mr. Heckrath told him that it would be better if the trunks were labelled in his name. Witness labelled the trunks while they were on the dray, and he did not notice that the trunks bore different initials. The witness thought the trunks contained personal luggage, and the last time he saw Mr. Heckrath was at Fenchurch Street Station, just before he sailed. When witness arrived in Shanghai, he expected a cable. None came, and he went to the chief steward to see if he had received anything. He had not, and he told him that the Customs officials were after him, as he had opium in some of the trunks. Witness replied that if it was so he was not responsible, as the boxes belonged to his master. He assisted the Customs officials in finding the trunks, which were scattered over the baggage room, and was very surprised when he was told that they contained opium.

His worship—Are you fond of adventure—of taking chances?—Well, I have never taken a chance yet; this is the first I have taken. I see it is a chance, but I didn't in the first place.

Do you agree now that it was a chance; that you left England with a certain amount of money, you came to the East where you have never been before? If you got no telegram or mail in Shanghai you were to go to Kobe. What were you going to do in Kobe?—Wait there for a mail or instructions.

Isn't that taking a big chance?—It is in a way, but if you are employed you have to do as your master tells you.

His worship—If you saw Mr. Heckrath now, what would you say to him?—I don't know.

Why don't you know?—Well, I feel like doing something desperate to him.

His worship—And you swear it on oath that you are innocent of this?—Absolutely, I swear to God.

In addressing the Court, Mr. Master said it was inconceivable that a man who had never been abroad before should, from his own point of view, start on such a journey with no instructions. On the other hand it was hardly likely that the defendant would be entrusted with eight trunks by a man who knew him only very slightly. An important fact was that the accused had the keys in his possession, and it was not likely that Heckrath would give them to a man who knew nothing of the contents of the trunks for the simple reason that he might have made all sorts of mistakes quite innocently. The theory which counsel put forward was that it was all part of a scheme made by a syndicate, probably working in England and Shanghai, to smuggle opium into Shanghai.

He suggested that the accused was one of the gang, possibly a servant of the syndicate, but absolutely "in the know" and one who was paid by results. It was in that capacity that he brought the opium to China.

Mr. Ellis said there were clever schemers and clever scoundrels who did their best and very often successfully, to throw dust in the eyes of any fool they wanted to employ to carry out anything which was dishonest or dishonourable.

## DEPARTURE OF CHIEF POLICE INSPECTOR.

## FAREWELL PRESENT FROM INDIAN POLICE.

At a parade of Indian police in the compound at the Central Police Station yesterday, Chief Police Inspector D. Gourlay, who is leaving for Home on retirement from the Force, was presented with a handsome silver cup by the Captain Superintendent of Police on behalf of the Indian police.

The Hon. Mr. McI. MESSER, in making the presentation, said he had been asked to present this handsome cup as a token of remembrance and of the good-fellowship that had always characterised the relations between the Chief Inspector and the Indian police during his term of office. "Don't forget these Indians," added the Hon. C.S.P., "they are very good fellows."

Chief Inspector GOURLAY returned hearty thanks for the present, which, he assured them, he would treasure. He had endeavoured, with the kind assistance of the Deputy-Superintendent of Police and the Jemadars, to meet their wishes as far as possible in regard to transfers, and he hoped they would get on with his successor as they had worked with him.

The Jemadar of the Sikh police also expressed the good wishes of the Indian police.

## ASSOCIATION FOOTBALL.

## HONGKONG F.C. DEFEATS BELCHERS.

There was an extremely pleasant and keen game on the Club ground yesterday between Hongkong F.C. and Belchers, who fielded a fairly strong combination. Hongkong played prettily and effectively together, and their forward line was always dangerous. Shann and Caple, however, defended with much skill, and it was not until well in the second half that Pennell opened the scoring from the left. McTavish and Purvis displayed much ability in the front rank, the former getting in several excellent shots, while Chassey's surpassed any previous exhibition of his. Some time before the close Walker ran through splendidly and crossed the ball with fine judgment into the "corner, the custodian having no opportunity of saving the shot. The display was much superior to the usual class of mid-week games, and provided practice that should be valuable. Gunner Payne was the referee.

## HONGKONG LEAGUE, DIVISION II.

Staff and Departmentals beat the 87th Company after a robust game by two goals to one. Davies and Brown registered the Staff's points, and Bristowe was responsible for the other side's goal.

## KWANGTUNG FLOOD RELIEF FUND.

The Tung Wa Hospital acknowledges with thanks the following donations to the Kwangtung Flood Relief Fund:—

The Chinese National Party at Trinidad, B.W.I., 30 days' draft £198 10s. 2d.	\$2,118.09
Hong Choon Tong, Penang	1,032.00
Chinese Society (Portland)	600.00
Per Kwong Yee Wing (Cooktown), 229	311.75
Members of H. P. W. Cheung	100.00
Mun Hing Kok (Perak)	65.00
Already acknowledged	\$4,121.84
	\$58,104.86
Less amount subscribed but not collected	\$572,226.70
	\$572,048.70

His worship said the story on the face of it was rather an improbable one. It had, however, certain amount of possibility and although the prosecution had made holes in it, he had entirely taken from that possibility the idea of believing the story? If the accused made up the tale, if he had been prepared for eventualities, he was a remarkably clever man, because his demeanour in the box certainly impressed the Court. It might be argued, of course, that when he found the Customs officials there he threw up the sponge, but he thought if there had been anything suspicious or any attempt to conceal anything, it would have been given in evidence by the Customs officials. The theory that the accused was a member of a gang did not appear to his worship to be very strong, because they would undoubtedly have had a good knowledge of how the trick should be worked. The syndicate would also be taking an enormous chance of the Customs overlooking eight large trunks. Putting the case as high as the prosecution had and taking into account the accused's story, his conduct and his demeanour, would a jury convict? He had very grave doubts whether they would convict, and therefore the accused had the benefit of the doubt. He was discharged.

## INTIMATIONS

## EVENING DRESS WEAR.

## OUR GENTLEMEN'S OUTFITTING DEPT.

## IS NOW REPLETE WITH THE LATEST STYLES

## AND NOVELTIES

## FOR EVENING WEAR.

## READY TO WEAR DRESS

## WAIST-COATS

From \$5.50 Each.

## DRESS SHIRTS

From \$3.50 Each.

## COLLARS

All Shapes \$4.50 Per Dozen.

## THE LATEST IN

## MUFFLERS, TIES, ETC.

## PATENT PUMPS &amp; SHOES

From \$7.50 Per Pair.

## OVERCOATS

IN ALL WEIGHTS AND SIZES.

## C A C A O,

Dutch-Made.

## C I G A R S,

Dutch-Made.

FAIR QUOTATIONS. ONLY LARGE ORDERS. PHONE: 1687.

INSPECTION OF SAMPLES CORDIALLY INVITED.

## QUEEN'S BUILDING.

TOP FLOOR,

3, ICE HOUSE STREET.

## WILLEM HEYBLOM,

AMSTERDAM.

HONGKONG.

## IMPORTER AND EXPORTER.

SUPPLIES EVERYTHING.

Hongkong, 24th November, 1915.

[1176]

## TO LET.

SUITE OF WELL FURNISHED ROOMS, in Robinson Road Level, with or without board in English Private House. Apply—Care of "Daily Press" Office Hongkong, 26th November, 1915. [1233]

## TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916. Apply to—J. VINCENT BRAGA, Toyo Kisen Kaisha, Hongkong, 16th November, 1915. [1190]

## TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, P.M.K. Apply to—M. J. D. STEPHENS, Hongkong, 19th November, 1915. [1170]

## TO LET.

BRITISH CONCESSION, SHAMEN, CANTON. FROM 1st December, ONE EIGHT-ROOMED HOUSE. Apply—T. E. GRIFFITH, LTD. Hongkong, 11th November, 1915. [1167]

## TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 10th November, 1915. [1163]

## TO LET—FULLY FURNISHED.

"A BERGELDIE," 138, THE PRINCE. About March, or sooner if convenient. Apply—A. RITCHIE, Care of Messrs. DOWELL & CO., LTD. Hongkong, 10th November, 1915. [1163]

## TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—DEACON, LOOKER, DEACON & HARBTON, Hongkong, 19th October, 1915. [1094]

## TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915. Apply—LINSTEAD & DAVIS, Hongkong, 18th October, 1915. [1089]

## TO LET.

NOS. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation. Apply to—SPANISH DOMINICAN PROSECUTION, Hongkong, 29th September, 1915. [983]

## TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession. Apply—FERBY SMITH, SETH & FLEMING, Hongkong, 20th August, 1915. [876]

## TO LET.

A HOUSE in Kowloon Terrace, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 24th October, 1915. [45]

## TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession. Apply to—SHEWAN, TOMES & CO. Hongkong, 2nd December, 1914. [59]



## NEW ADVERTISEMENTS

## WANTED.

**AN Experienced and Reliable BOOK-KEEPER.** European. Only those holding unquestionable references need apply to—

"SHIPPING" Office.  
Hongkong, 2nd December, 1915. [1945]

## WANTED.

**BY A Commercial Firm, a GIRL TYPIST;** no objection to beginners, Eurasian preferred.

Apply, stating salary required, to—  
Care of "Daily Press" Office.  
Hongkong, 1st December, 1915. [1943]

## WANTED.

**DAILY or Resident NURSE for two Children at the Peak.** Apply by letter enclosing copies of testimonials to—

Care of "Daily Press" Office.  
Hongkong, 10th November, 1915. [1164]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

## WANTED.

**ENGINEERS and DECK OFFICERS.**

Apply to—  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 1st December, 1915. [1942]

## NOTICE.

**THE BUSINESS of Mr. H. K. HOLMES** Solicitor, hitherto carried on at the Post Office Buildings, Victoria, Hongkong, will be carried on by Mr. GUY ROBINSON HAYWOOD under the Name and Style of **HOLMES & HAYWOOD.**

H. K. HOLMES.  
GUY R. HAYWOOD.  
Hongkong, 1st December, 1915. [1944]

## RUSSIAN GOVERNMENT WAR LOAN.

**5 PER CENT. LOAN,** free of tax, to be issued at 95.  
Loan to be redeemed after 10 years.  
Interest on coupons runs from 14th November, 1915.  
The Bonds are issued in Roubles.  
Subscription List will be opened from 29th November to 3rd December, 1915.  
Applications will be received by the Russo-Asiatic Bank, Hongkong Branch, from date.  
Hongkong, 21st November, 1915. [1216]

## AUCTION

**PUBLIC AUCTION**  
of  
**VALUABLE LEASEHOLD PROPERTY**  
situate at Victoria in the Colony of Hongkong in Six Lots,  
To be sold in pursuance of an Order of the Supreme Court of Hongkong,  
**TODAY (THURSDAY),**  
the 2nd day of December, 1915, at 3 o'clock p.m., by  
**MR. GEO. P. LAMBERT,**  
Auctioneer,  
at his Sales Room, Duddell Street.

The Property consists of:  
Lot 1.—All that piece or parcel of ground intended to be registered in the Land Office as Subsection No. 4 of Section F of Inland Lot No. 800 together with the message and buildings thereon known as No. 400, Queen's Road West. Area 688 square feet or thereabouts. Annual Crown rent \$3.70.  
Lot 2.—All that piece or parcel of ground intended to be registered in the Land Office as Subsection No. 5 of Section F of Inland Lot No. 800 together with the message and buildings thereon known as No. 408, Queen's Road West. Area 680 square feet or thereabouts. Annual Crown rent \$9.10.  
Lot 3.—All that piece or parcel of ground intended to be registered in the Land Office as Section J of Inland Lot No. 800 together with the message and buildings thereon known as No. 23, Sam To Lane. Area 1,022 square feet or thereabouts. Annual Crown rent \$13.50.  
Lot 4.—All that piece or parcel of ground intended to be registered in the Land Office as Section K of Inland Lot No. 800 together with the message and buildings thereon known as No. 141, Second Street. Area 733 square feet or thereabouts. Annual Crown rent \$10.35.  
The above-mentioned premises are held from the Crown for the residue of a term of 999 years from the 30th day of June, 1862.

Lot 5.—All those pieces or parcels of ground intended to be registered in the Land Office as Section C of Inland Lot No. 759 and Section C of Inland Lot No. 758, both held for the residue of a term of 999 years from the 7th day of January, 1862, together with the messages and buildings thereon known as No. 65, Second Street. Area 708 square feet or thereabouts. Annual Crown rent \$10.14.  
Lot 6.—All that piece or parcel of ground intended to be registered in the Land Office as Section D of Inland Lot No. 759 held for the residue of a term of 999 years from the 7th day of January, 1862, together with the message and buildings thereon known as No. 50, First Street. Area 792 square feet or thereabouts. Annual Crown rent \$10.47.  
For further particulars and conditions of sale apply to  
**DENNIS & BOWLEY,**  
6, Des Voeux Road Central,  
Solicitors for the Vendor,  
or to  
**MR. GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 17th November, 1915. [1201]

## INTIMATIONS

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Head Office of the Society, No. 2, Queen's Buildings, Ice House Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 4th day of December, 1915, at 12 o'clock Noon, for the purpose of considering and, if thought fit, passing an Extraordinary Resolution the following Resolutions, that is to say:—

(1).—That the Capital of the Society be increased to \$4,000,000 (Four Million Dollars) by the creation of 3,600 (Three Thousand Six Hundred) Additional Ordinary Shares of \$250 (Two Hundred and Fifty Dollars) each (whereof \$100 (One Hundred Dollars) shall be credited as paid up) ranking for Dividend and in all other respects *pari passu* with the Existing Ordinary Shares of the Society; and that the said Additional Shares, so far as shall be necessary for the purpose, be issued to those Shareholders of the CHINA FIRE INSURANCE COMPANY, LIMITED, who have accepted or shall accept the Society's offer made to them on the 4th day of August, 1915, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance (if any) of the said Additional Shares be disposed of by the Society's Board of Directors in such manner as such Board shall think most beneficial to the Society.

(2).—That Article No. 9 of the Society's Articles of Association which now reads:—  
"The Society shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Society either from him alone or jointly with any other person and where a Share is held by more persons than one the Society shall have a lien thereon in respect of all monies so due to it from all or any of the holders thereof."

be eliminated in its entirety and that in lieu thereof the following new Article be inserted as Article No. 9:—  
(9).—The Society shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof for his debts, liabilities and engagements, and solely or jointly with any other person, to or with the Society, whether the period for the payment, fulfillment, or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 33a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Shares.

(3).—That after Article No. 34 of the Society's Articles of Association the following new Article be inserted as Article No. 34a:—  
(34a).—Save as herein otherwise provided the Society shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognise any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation.

(4).—That the heading of Articles "Nos. 94 to 100 (inclusive) of the Society's Articles of Association reading:—The Secretary be altered so as to read 'the General Manager'; and that in the last-mentioned Articles (Nos. 95 to 100 inclusive) wherever the word 'Secretary' appears such word be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(5).—That in the following Articles of the Society's Articles of Association, viz.:—Articles Nos. 2, 7, 24, 35, 44, 45, 52, 54, 83, 93, 103, and 128 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 22nd day of November, 1915.  
By Order of the Board,  
**C. MONTAGUE EDE,**  
Secretary. [1220]

## NOTICE

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

**THE CERTIFICATE No. 597,** dated 18th January, 1884, of the Share No. 18105 in this Company, standing in the name of **MR. THOMAS BROWN,** of Shanghai, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 11th November, 1915.  
**C. PEMBERTON,**  
Secretary. [1174]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

**DIVIDEND WARRANTS** dated London, 24th September, 1915, may be had on application at the Offices of the Undersigned.  
**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.  
Hongkong, 29th November, 1915. [1234]

## INTIMATIONS

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 2, Queen's Buildings, Ice House Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 4th day of December, 1915, at 12:15 o'clock in the afternoon, for the purpose of considering and, if thought fit, passing as Extraordinary Resolutions the following Resolutions, that is to say:—

(1).—That Article No. 9 of the Company's Articles of Association which now reads:—

"The Company shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Company either from him alone or jointly with any other person, and where a Share is held by more persons than one the Company shall have a lien thereon in respect of all monies so due to it from all or any of the holders thereof."

be eliminated in its entirety, and that in lieu thereof the following new Article be inserted as Article No. 9:—

(9).—The Company shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof for his debts, liabilities and engagements, and solely or jointly with any other person, to or with the Company, whether the period for the payment, fulfillment or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 33a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Share."

(2).—That after Article No. 33 of the Company's Articles of Association the following new Article be inserted as Article No. 33a:—

(33a).—Save as herein otherwise provided the Company shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognise any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation.

(3).—That the heading of Articles "Nos. 94 to 99 (inclusive) of the Company's Articles of Association reading:—The Secretary be altered so as to read 'the General Manager'; and that in the last-mentioned Articles (Nos. 94 to 99 inclusive) wherever the word 'Secretary' appears such word be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(4).—That in the following Articles of the Company's Articles of Association, viz.:—Articles Nos. 2, 7, 24, 35, 44, 45, 52, 54, 83, 93, 103, and 128 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 22nd day of November, 1915.  
By Order of the Board,  
**C. MONTAGUE EDE,**  
Secretary. [1220]

## IN THE SUPREME COURT OF HONGKONG.

## IN THE MATTER OF THE WING ON COMPANY, LIMITED,

AND  
IN THE MATTER OF THE COMPANIES' ORDINANCE, 1911.

**NOTICE IS HEREBY GIVEN** that a Petition was presented to the Court on 24th November, 1915, by the above-named Company to confirm an alteration of the Company's objects proposed to be effected by the following Special Resolution of the Company unanimously passed and confirmed at Extraordinary General Meetings on 28th October and 11th November, 1915:

1. To add to paragraph 3 of the Memorandum of Association the following:—  
"To do all kinds of suitable business, to establish branches, to enlarge the said businesses, to open Branch Offices for Fire, Marine and Life Insurance, Land Investment, Loan and Deposit, Shipping and Hotel business, to commence any other business that may seem profitable to the Company, and to take shares in any other Company, or Companies; but before doing any of the aforesaid businesses a unanimous resolution of the Board of Directors must be passed."

**AND NOTICE IS FURTHER GIVEN** that the Petition is set down for hearing by the Court on 8th January, 1916, at 10:30 a.m., and any persons interested in the Company, whether as creditor or otherwise, desirous to oppose the making of an order confirming the said alteration under the above Ordinance, should appear at the time of hearing by himself or his Counsel for that purpose, and a copy of the petition will be supplied to any such person requiring the same by the undersigned on payment of the regulated charge.

Dated 28th November, 1915.  
**DENNIS & BOWLEY,**  
Solicitors for the Company,  
No. 6, Des Voeux Road Central,  
Hongkong. [1237]

## INTIMATION

DEWAR'S  
SCOTCH  
WHISKY

## "IMPERIAL INSTITUTE"

## "EXTRA SPECIAL"

## THE NAME OF

## DEWAR'S

## REPRESENTS A STANDARD

## THAT IS ALWAYS

## MAINTAINED.

## SOLE AGENTS:

A. S. WATSON  
& CO., LTD.,

## WINE &amp; SPIRIT MERCHANTS.

## MARRIAGE.

**FINCH-FOLEY.**—On October 20th, at Paddington, Captain FRANCIS FINCH, Gloucestershire Regiment, to EVELYN, daughter of Mr. and Mrs. FOLEY, Tientsin.

## DEATH.

**WALTER.**—October 18th, at St. Leonards-on-Sea, HUGH WALTER, Lieut., Bedfordshire Regiment, son of late John Walter, of the Hongkong and Shanghai Bank, aged 27.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 2ND, 1915.

## COMMUNICATION BETWEEN CHINA AND BURMAH.

NARRATIVES and reports of travel in China always have an interest of their own, but when the traveller is also an expert in some special branch the interest is redoubled and the value of the work immensely increased. This is the case of the recently published "Notes from a Frontier," by Mr. T. M. AINSWORTH, the Board of Trade's special commissioner in China. Mr. AINSWORTH's descriptions of travel and life in Western China make good reading; his essay on the political status of the Sifan and other semi-Tibetan tribes of the Szechuen-Tibetan borderland, and his analysis of the Sino-Tibetan tangle, have a value of their own; but it is on the commercial problems and developments that he met with in the course of his travels that he speaks with special weight. This is particularly noticeable in his advocacy of the Bhamo-Tengyueh Railway. Probably there is no railway scheme in China that has been the source of so much debate or has been so often and so effectively denounced as has this one, but the remarkable fact remains that, after forty years of adverse criticism, the scheme is still alive and is still vigorously pressed. There is an array of great names against the idea. Mr. BAKER's demolition of it is classical. "I do not mean that it would be absolutely impossible to construct a railway," he wrote. "A high authority has informed me that if shareholders will provide the money they will always find an engineer to spend it. By piercing half-a-dozen Mont Cenis tunnels and erecting a few Menai bridges, the road from Burmah to

Yunnanfu could doubtless be much improved." (In passing it may be remarked that it is only incidentally that a railway from Burmah might touch Yunnanfu; its real objective would be Talifu, or, to be strictly accurate, the commercial suburb of Hsiakuan.) Mr. COLQUHOUN also threw cold water on the scheme, which, he thought, could never be carried out save "in the brain of an impractical theorist," nor could he imagine any engineer "wasting a thought upon such an idle dream." Then, to come down to quite recent days (1907), in his work on "Railway Enterprise in China," Mr. KENT says, "The physical difficulties of the Bhamo route, however, are said, for practical purposes, to be insurmountable." If criticism could kill, we should certainly not be hearing anything more of railways from Burmah to China, but the idea is as much alive to-day as ever, and but for the war we should probably be seeing it pressed vigorously, for at the beginning of last year it was reported that the British Government was approaching the Chinese on the subject. The great differences of opinion with regard to the feasibility of the project might well give rise to grave doubts but for the fact that the reports of trained engineers who have made careful surveys on the spot are all in its favour; its opponents are either men who have not had a special training as railway engineers, or, if their qualifications would entitle them to pass an opinion, they have not visited the locality; it is, perhaps, not unfair to suggest that they have all been more or less led away by Mr. BAKER's striking dictum. In these circumstances the weight of the adverse judgments is sensibly lessened, and it is fair to accept in preference the verdict of the Indian Government's engineers who, after a detailed survey, were able to trace a route which would avoid anything worse than a one-in-forty gradient (and that only for a few miles) and by which the whole 124 miles of track could be completed at a cost of some £750,000. Such a railway would carry with it advantages over and above those that are usually associated with such developments. Ordinarily the function of a railway is to offer greater facilities along an already existing line of communication; the Bhamo-Tengyueh line would to a certain extent form a bridge over a stretch of impassable country—for that adjective may be truly applied to the borderlands during the monsoon period, when they are so infested with malaria as to be a veritable death-trap. The advantage to commerce that would accrue from even a 2ft. 6in. railway working all the year round, as against pack-mules, working for some three-quarters of the year, are obvious; it is generally agreed, too, that the proper terminus of the line would be Talifu, the commercial capital of Western Yunnan, and the Government of India's survey party is said to have discovered a practicable route for the line extension also, the total cost of the whole line being then about four and a half millions. With the advantages that are to be reaped from it, it seems almost incredible that the scheme should have been neglected for so long; one cause was probably the Indian Government's aversion to anything that would bring foreign countries nearer or that might cause trouble on the frontiers, but the principal reason is to be found in Mr. BAKER's witty but—in the light of later knowledge—unjustified condemnation of it.

Mails for Europe *via* Siberia close to-day at 11 a.m. and at 3 p.m.  
Mr. James Simpson, of Middleton Mount, Reigate, formerly of Shanghai, who died on Sept. 3rd, left £50,154.  
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—Old Clothes Dealers' Guild, \$30; P. J. Vassaria, \$11.  
Captain Christopher Edmund Grant Davidson, 1st, attached 6th, The Buffs, who was killed in France on October 13th, was gazetted to the Buffs in 1905, and served with the second battalion in Hongkong. Captain Davidson was a member of the Saddlers' Company and a Liveryman of the City of London.  
Major Frederick MacDonell Browne, D.S.O., Royal Engineers, who has died of wounds received in action in France, was the second son of the late Venerable J. F. Browne, Archbishop of Madras, and of Mrs. Browne, of 12, Park-street, Bath. He served in China and was wounded at Tientsin in 1900, receiving the medal for the relief of Peking.

Mr. G. C. Moxon and Mr. G. Hastings have returned to the Colony from a sporting trip up the Yangtze.

Mr. H. K. Holmes, of Hongkong, is leaving for home this week. His practice will be carried on by Mr. Guy R. Haywood.

Mr. Moberly Bell, a member of the Shanghai Bar, is a passenger by the *Katori Maru*, now in port. Mr. Bell is going Home to join the army.

Colonel Morrison, commanding the United States troops in North China, has been made a Brigadier-General. It is not yet known whether his promotion will involve any change of station.

The engagement is announced between Paymaster William Douglas Travers Morrish, R.N., son of the late Captain W. D. Morrish, R.N., and Mrs. Morrish, of Home Park, Stoke, Devonport, and Dorothy Isabelle Paget, second daughter of Mr. and Mrs. A. G. Gordon, of Hongkong.

Some time ago it was mentioned that money invested in Tsingtao was bringing in very good returns. Now it is reported that a group of business men, including Messrs. S. Asano, E. Watanabe, and T. Hashimoto, are organizing a land and building company in the Shantung port with a capital of Y1,000,000.

Mr. F. D. Burton, of the Shanghai Gas Co., has left for Home to volunteer for active service. Mr. Burton, who was a non-commissioned officer in Canada and has seen some war service, although above the age limit, hopes to obtain a commission and carries a letter from Sir John Jordan to the War Office. Mrs. Burton has volunteered for Red Cross work, and accompanies her husband.

With regard to the order for railway carriages by the Russian Government, which has been a subject of communication between Japan and Russia for some time (says the *N.C. Daily News*), the South Manchuria Railway Company has now accepted a contract for the supply of 1,509 carriages. It is proposed to enlarge the Company's factory at Dairen so that it may be enabled to turn out 500 carriages every month. The total cost of the order is estimated at Y3,000,000, and most of the materials will have to be imported.

There has been recently a noticeable influx of Germans to this port, writes the *Chungking correspondent of the N.C. Daily News*. They did not remain longer, however, than to repack their baggage, and they then, along with one or two unemployed Germans from here, went west. There were in all fifteen of them, and amongst the members of our foreign community there has been much speculation as to the business on which they are bent. Their travelling was facilitated by an official notification of their arrival. We shall probably hear more of their activity in Szechuen later.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the above will be held to-day. The Orders of the Day are as follow:—

First reading of a Bill intitled, "An Ordinance to amend the law relating to companies."

First reading of a Bill intitled, "An Ordinance to amend the law relating to importation and exportation."

Second reading of the Bill intitled, "An Ordinance to amend the Full Court Ordinance, 1912, and to make further provision for the constitution of the Full Court."

Second reading of the Bill intitled, "An Ordinance to amend further the Trading with the Enemy Ordinance, 1914."

Second reading of the Bill intitled, "An Ordinance to amend the Magistrates Ordinance, 1890, and for purposes connected therewith."

Second reading of the Bill intitled, "An Ordinance to amend and consolidate the law relating to Chinese Passenger Ships" as defined by the Chinese Passengers' Act, 1855, and concerning Asiatic Emigrants generally."

## THE VACANCY ON LEGISLATIVE COUNCIL.

We understand that the successor to the late Mr. E. A. Hewett, C.M.G., as the representative of the Chamber of Commerce on the Legislative Council, will not be elected until the return to the Colony of Mr. J. W. C. Bonnar, Vice-Chairman of the Chamber, who will assume the office of Chairman in the interim. Four names are mentioned in connection with the vacancy, namely those of Mr. T. F. Hough, Mr. J. W. C. Bonnar, Mr. P. H. Holyoak and Mr. W. C. Dickson. We understand that Mr. C. Montague Ede was approached to offer himself as a candidate but declined. The conditions governing the selection of the representative of the Chamber of Commerce are prescribed by a special set of rules. A full meeting of the Chamber has to be summoned, and nominations need not be confined to the members of the Chamber itself. In the event of any member of the outside public being chosen, he attends the meetings of the Chamber *ex-officio*.



# THE WAR.

## GREEK REPLY TO ENTENTE.

### REFUSAL OF MILITARY RESTRICTIONS.

### BELGIAN COAST BOMBARDED.

### SERBIAN REFUGEES' PRIVATIONS.

### SWEDEN URGED TO ABANDON NEUTRALITY.

### LORD KITCHENER'S RECEPTION IN GALLIPOLI.

#### THE BALKANS.

[THROUGH REUTER'S AGENCY.]

### GREEK REPLY TO ENTENTE. REFUSAL OF MILITARY RESTRICTIONS.

LONDON, November 30th.

The Greek reply to the Entente Powers declares that Greece will maintain neutrality so long as her sovereign rights are not infringed and no restrictions of a military character are imposed. It contends that with Salonika and its railway connections in the hands of the Allies the Greek forces will be deprived of their only provisioning base.

Nevertheless both parties are hopeful of a satisfactory result.

### PITIFUL PLIGHT OF SERBIAN REFUGEES.

PRIVATIONS OF A NISH PARTY.

SALONIKA, November 30th.

The country is covered with deep snow. A party in charge of the British Vice-Consul at Nish arrived on the 29th inst., after a trying journey through Albania owing to the lack of conveyance. The party, which included ladies, had to walk for nine days over snowed mountains and frightful roads, and finally arrived at Dibra, where they managed to procure carriages. The Vice-Consul says that the roads leading out of Serbia to the south-west are crowded with refugees and columns of troops. Many must succumb before they find refuge in Greek territory. A large number of refugees, many of whom are destitute, are continually arriving here. Help is urgently needed.

### SERBIANS' ARTILLERY. MOUNTAIN GUNS RETAINED AND HEAVY GUNS DESTROYED.

AMSTERDAM, November 30th.

A Bulgarian communiqué admits that the Serbians have destroyed their heavy and field-guns, but still retain their mountain guns.

### AUSTRIANS AT RUSTCHUK.

LONDON, November 30th.

A telegram from Bukharest says that three Austrian regiments are arriving at Rustchuk, on the Rumanian-Bulgarian frontier, south of Bukharest.

### PLIGHT OF MONASTIR.

### NO NEWS OF BULGARIAN OCCUPATION.

SALONIKA, November 30th.

The civilians have evacuated Monastir, but so far there is no news of Bulgarian occupation.

Snow is still falling in the Balkans.

### LORD KITCHENER AND BALKAN CAMPAIGN.

### ASPECT OF GERMAN POLITICAL COUP.

LONDON, November 30th.

Lord Kitchener is reported to have remarked, says the Athens correspondent of Reuter's Agency, that "Germany's Balkan campaign does not constitute a military operation; it presents the aspect of a political coup."

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

### BRITISH STEAMER SUNK.

LONDON, November 30th.

The steamer *Dottel* has been sunk.

#### AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

### GERMAN SUBMARINE'S BACK BROKEN.

### BRITISH AVIATOR'S FEAT.

LONDON, November 30th.

The Admiralty announces that it was Flight Sub-Lieutenant Biney, accompanied by a French officer, who, while patrolling the Belgian coast on Sunday, bombed a German submarine, which sank in a few minutes, its back being broken.

### GERMAN ALBATROSS DESTROYED.

LONDON, November 30th.

The Admiralty announces that Flight-Lieutenant Ferrand, in a seaplane, shot down a German Albatross off Ostend. The Albatross sank.

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### ALL QUIET.

PARIS, November 30th.

To-day's communiqué says there is nothing to report.

### GRENADE FIGHTING IN VARIOUS SECTORS.

PARIS, December 1st.

A communiqué says the day was snowy and foggy, with a thaw in Champagne. With the exception of the usual cannonade on the whole front, only grenade fighting has been reported in the Artois region, at Loos, and in Alsace.

### BELGIAN COAST BOMBARDED.

AMSTERDAM, November 30th.

News from the frontier says that a British Squadron to-day bombarded the coast from Zeebrugge to Ostend.

### AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### TERRIFIC ARTILLERY HAMMERING CONTINUES.

ROME, December 1st.

The terrific artillery hammering continues uninterrupted in the Trentino, where, a Rome communiqué says, the barracks and railway station at Levico were bombed.

Enemy columns in Carnia were caught by our artillery and shelled to pieces.

Violent counter-attacks against the Italians' new positions in Montenegro failed.

There was a slight Italian advance near Gorizia, where the sternest fighting is proceeding. The Italians have reached the outskirts of San Martino, in Carnia. Altogether 264 prisoners were taken.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### DESULTORY FIGHTING IN WEST.

PETROGRAD, December 1st.

A communiqué reports desultory fighting in the regions of Riga and Pinsk and along the Styr. There was slight activity in the Caucasus.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

### GERMAN SUBMARINE DESTROYED.

SALONIKA, November 30th.

Three Cretans claim to have dynamited a German submarine in a Cretan bay.

[THROUGH REUTER'S AGENCY.]

### LORD KITCHENER'S VISIT TO GALLIPOLI.

### WITHIN 20 YARDS OF TURKISH TRENCHES.

LONDON, November 30th.

Reuter's Special Correspondent at the Dardanelles says that Lord Kitchener visited Mudros, Cape Helles, and Anzac, and conferred with General Munro. The visits were a surprise, but the news spread like wildfire. The soldiers rushed from their dugouts and ran to the beach. The spontaneous cheering accorded the War Minister by the Dominion troops was magnificent.

Lord Kitchener said how much the King appreciated the splendid services of the men. Then, with General Birdwood, he strode up very steep paths along the firing line. He looked very healthy, and was most cheery. He spoke to the men in the trenches everywhere, showing danger. Once he was within 20 yards of the Turks. His lordship met all the higher Australian officers and obtained a thorough grasp of the position. His visit inspired the troops.

### LORD KITCHENER BACK IN LONDON.

PARIS, November 30th.

Lord Kitchener had a prolonged interview with M. Briand, the French Premier, after which he left for London.

LONDON, November 30th.

Lord Kitchener has arrived in London.

### BRITAIN'S SHARE IN THE WAR.

### SPEECH BY MR. BONAR LAW.

LONDON, December 1st.

Mr. Bonar Law, at the banquet of the Scottish Corporation, referring to enemy assertions that Great Britain was not doing her share, asked whether anyone at the outbreak of war could have imagined we would do what we actually had done? The Navy had more than fulfilled expectations. German newspapers said we were on the point of bankruptcy. We were a long way from that; our wealth had not even been touched yet, and we could bear the strain far longer than our enemies. No other country in the world could have raised an Army like ours by such methods, while the people were never so united. He had been asked if he knew anything to justify his recent expression of optimism. He knew nothing to the contrary. In the East he had not anticipated any specially good news for many months, but that did not alter the fact that his opinion was that the war would not be lost or won in the East, and if the whole tendency were regarded he was convinced we were moving slowly and inexorably towards victory.

### LONDON STOCK EXCHANGE AND FRENCH LOAN.

LONDON, November 30th.

The Stock Exchange has been absolutely monopolised in dealing with the London subscriptions to the French Loan, which has been accorded a fine reception. The amount has not been defined, but the exchange has been fixed at such a rate as to prevent subscriptions being sent to France. The proceeds of the loan in London will be devoted to the liquidation of the French Government's debt here. The success of the loan is assured.

### THE PERSIAN SITUATION. ALLIES AND MAINTENANCE OF ORDER.

LONDON, November 30th.

At question-time in the House of Commons Lord Robert Cecil (Under-Secretary of State for Foreign Affairs) said that Great Britain and Russia were amicably negotiating with Persia with a view to placing the latter in a position to maintain order and to discharge the duties of a neutral State. Until the negotiations had further advanced, he did not consider it in the public interest to make a detailed statement.

### WILD GAMBLING ON TOKYO 'CHANGE.

TOKYO, November 30th.

The Stock Exchange has been suspended for three days owing to wild gambling and fluctuations, which were organised by a ring which is daily spreading sensational rumours.

[THROUGH REUTER'S AGENCY.]

### IMPORTANT GERMAN TROOP MOVEMENTS.

### TRAFFIC CONGESTED.

LONDON, November 30th.

A telegram from Rotterdam says there are indications of important German troop movements on the Western Front. Traffic is congested in the west and south-west of Germany, whence no newspapers have reached Holland for four days. Also, the Germans are keeping a strict watch on the German-Dutch frontier to prevent news leaking out.

### GERMANY INVINCIBLE.

### BOMBAST IN THE REICHSTAG.

AMSTERDAM, December 1st.

The Reichstag has opened. The President, in a speech, bombastically claimed that Germany was invincible on the battlefield. Her enemies were wrong in thinking to destroy Germany economically. He admitted a scarcity causing hardships to the German poor, but declared that this would be surmounted by the organisation of a provision market.

The Minister of Finance submitted a Bill for the taxation of war profits, and urged a speedy discussion in order that none might escape.

### SWEDEN AND THE WAR.

### ABANDONMENT OF NEUTRALITY URGED BY PRO-GERMAN.

COPENHAGEN, November 30th.

A new book, written by Sven Hedin, the well-known explorer, who is Pro-German, entitled "The War against Russia," which is full of appeals to Sweden to abandon her neutrality, has been accorded an unfriendly reception by the Swedish Press.

### SIR THEODORE MORISON. K.C.I.E.

### ACCEPTS A COMMISSION IN THE ARMY.

LONDON, November 30th.

Sir Theodore Morison, K.C.I.E., has accepted a Commission, and has been posted for training to the Cambridgeshire Regiment, with a view to employment with Indian troops.

The Times says that when the work of the Royal Commission on the Indian Public Services finished, Sir Theodore Morison tendered his resignation, but the Secretary of State desired him to return to the India Council. The Statute does not provide for a temporary resignation, and any fresh appointment would have to be for the full term. The law does not permit a variation in salary, but at the request of Sir Theodore Morison it has been arranged that two-thirds of his salary be refunded to the Indian revenues while he is on service. The Times adds that as a result of the appointment of a Committee under the Presidency of Lord Islington to scrutinise expenditure at the India Office, retrenchments have been effected.

### TEMPORARY FIELD RANK. FOR INDIAN ARMY CAPTAINS.

LONDON, November 30th.

In the House of Commons Mr. Henderson asked whether Captains in the Indian Army serving in the Expeditionary Forces who were doing work of Field Officers might be temporarily promoted to the rank of Major.

Mr. Tennant said that proposals for the grant of temporary rank in certain cases of the kind mentioned had been referred to the Army Council.

### SIR IAN HAMILTON VISITS THE KING.

LONDON, November 30th.

General Sir Ian Hamilton was received in audience by the King.

### PORTUGAL AND THE WAR.

LONDON, November 30th.

A telegram from Amsterdam says that Portugal is endeavouring to purchase six 400-ton vessels to guard the Portuguese coast.

[REUTERS SERVICE.]

### FRENCH STOCK.

French Stock now stands at 64.50.

[THROUGH REUTER'S AGENCY.]

### NEW GOVERNORS APPOINTED. SINGAPORE'S COLONIAL SEC- RETARY PROMOTED.

LONDON, November 30th.

Sir John Anderson (Under-Secretary of State for the Colonies) has been appointed Governor of Ceylon on Sir Robert Chalmers resuming his office as Secretary of the Treasury.

Sir George Fiddes will succeed Sir John Anderson.

Sir Henry Hesketh Bell has been appointed Governor of Mauritius.

Sir Edward Merewether has been appointed Governor of the Leeward Islands, and Mr. Richard Wilkison (Colonial Secretary of Straits Settlements) Governor of Sierra Leone.

### NEW PORTUGUESE MINISTRY.

LISBON, November 30th.

The New Ministry has been constituted as follows:—Prime Minister and Minister of Finance, Sen. Alfonso Costa; Foreign Minister, Sen. Soares; War Minister, Sen. De Matos; Minister of Colonies, Sen. Caspar.

#### EMPIRE AIR FLEET.

### THIRTY-FOUR AEROPLANES PROVIDED.

The following further gifts to the Imperial Aircraft Flotilla were announced by the Overseas Club at the end of October:—

Shanghai Britons	£1,500
Gold Coast Aborigines	1,500
Montreal No. 3 (Board of Trade, Montreal)	2,500
Montreal No. 4 (Board of Trade, Montreal)	2,500
British Residents in the Yangtze Valley	1,500
His Highness Mir Sir Imam Baksh Khan, Talpur, G.C.I.E., Ruler of Kharipur State, Sind, India	2,250
A Devil Bird from Ceylon	2,250
British Residents of Sind, India, through the Sind Aeroplane Fund	2,250
Akyah, Burma	2,250
Toungoo, Lower Burma	2,250
The Overseas Club's Empire Air Fleet scheme aims at the presentation of at least one aeroplane from each section of the Empire. The machines now number 34. The first 24 came from:—South Africa and Rhodesia, 3; Canada, 5; India, 2; Hongkong, 3; Newfoundland, 5; New Zealand, 1; British West Indies, 1; Tasmania, 1; West Africa, 1; Gibraltar, 1; Ceylon, 1.	
Further gifts have been promised by Nigeria, Gatooma District, Rhodesia; Otago, New Zealand; Victoria, South Australia; British Guiana, Trinidad, and Jamaica.	

### FAR EASTERN MEN AND THE WAR.

Lieut. F. T. D. Clindening, R.A.M.C., for some time Medical Officer at Kiangling, writing from the Royal Victoria Hospital, Netley, England, says:—

"I am now a Lieutenant in the R.A.M.C. and seconded for duty in the Mental Division ('D' Block) of this hospital, and I should be glad to know when any of those from the Far East are unfortunately through wounds or disease admitted to the Institution. They, especially men from China, might be glad to see and shake an old China hand. I am kept very busy in my own Division, through which pass all patients suffering from shell shock or mentally affected through stress of campaign and have no time to go to the other departments of this big hospital, which contains all told nearly 4,000 beds, to find out who has been admitted, so I thought that by putting my whereabouts in your paper any one coming from China and being admitted here might bear in mind that one of the old hands was near, and by sending me a message would enable me to look him up at once and let him have your paper, giving him all the Shanghai and Far Eastern news.—N.C. Daily News.

Among the returns of officers wounded in the latest home papers is the name of Lieut. Colonel G. E. Pereira, C.M.G., D.S.O., of the 4th (Territorial) Battalion of the Royal Welsh Fusiliers. Colonel Pereira, who retired from the Grenadier Guards with the rank of Major in 1909 won his D.S.O. in China in 1900, at which time he was attached to the Chinese Regiment. Subsequently he served in South Africa, accompanied the Japanese Army in Manchuria during the Russo-Japanese War, and served as Military Attaché at Peking between 1905 and 1910. After his retirement he travelled extensively in China, revisiting Peking after a long journey overland a year or two ago.

Lieut. A. W. Peake, 47th Battery, R.F.A., of Shanghai has gone to the Western front.

### YOKOHAMA SPECIE BANK REPORT.

The report of the Yokohama Specie Bank, Limited, states that the gross profits for the half-year to June 30th, including 1,335,248 yen brought forward, amount to 19,883,044 yen, of which 16,246,420 yen have been deducted for interest, taxes, current expenses, rebate on bills current, bad and doubtful debts, bonus for officers and clerks, etc., leaving a balance of 3,636,624 yen for appropriation. The directors now propose that 400,000 yen be added to the reserve fund, and recommend a dividend at the rate of 12 per cent. per annum, which will absorb 1,800,000 yen. The balance, 1,836,624 yen, will be carried forward.

#### MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, December 1st.

#### THE NEW WATCHMEN.

While our military force is limited in number, the administrative authority is engaging more Chinese of the lower orders as watchmen, the total number now being between 350 and 400. Everyone knows what many of the commoner Chinese are, that they often belong to some secret society or other and that they will not "give one another away." For more than a month we have seen a great number of very sorry-looking Chinese parading the streets, and many people have come to the conclusion that they were vagabonds, but discovered later that they were watchmen. The situation is one full of unpleasant possibilities.

THE APPROPRIATION OF FOOD SUPPLIES.  
The appropriation of beef on the arrival of the steamers from Hongkong having been suspended, it is now reported that the order was badly understood; the appropriation should be made from the beef that comes from Lappa!

MISCELLANEOUS HUMOURS.  
It is said that an order has been given that the Seismograph, bought some years ago, is to be fixed in position and used.

The luminous buoys are to be lighted again to mark properly the channel for the night boats to come in without danger.

Taiapa is to be connected again with Macao by wire. After much money has been wasted on laying a second wire without any result the effort has been abandoned. The first line was laid by a British company, and after it had been repaired by our inexperienced men the communication ceased.

The fire-brigade is going to increase the number of its ponies from 23 to 40 or more.

An urgent order has been given for the Avenida Almeida Ribeiro to be illuminated by electricity.

The fruit and other stalls in the narrow streets are to have their licences cancelled when then expire.

The construction of the New Post Office building is to be proceeded with.

The Senado is to give a reply to the syndicates of the sweet-waters, who presented a petition more than a year ago.

The foundation-stone of the building for a primary school will be laid as soon as possible.

As most of the streets in the city do not require repairing, the P.W.D.'s employees will be allowed to take a long holiday during the cool season.

### BOMB OUTRAGE AT A NEWSPAPER OFFICE.

### ACCUSED BEFORE THE SHANGHAI MIXED COURT.

Some interesting details were given at the Mixed Court relating to the attempt to blow up the offices of the *Asiatic Daily News* in September last. The hearing was before Mr. Grant Jones, British Assessor, and Magistrate Yue, and three men appeared before the Court. The chief of the accused was Yang Nyoh-yen, who was charged with feloniously killing and murdering three persons who lost their lives through the explosion. He was also charged with a prisoner named Tan Kwe-fah with being concerned together in causing the death of the victims, and with Siau Meh-sun with unlawfully conspiring together to cause the said death.

Mr. K. E. Newman appeared on behalf of the Police, Mr. G. D. Musso appeared for the Chinese Government, and Det. Alfonsi represented the French Police, who had brought one of the prisoners as a witness.

Mr. Newman, in outlining the case, told the Court that Tan stated that Yang told him that he had been asked to throw a bomb in the offices of the *Asiatic Daily News*, whose policy was not good. Yang was promised that his relatives would be looked after in the event of anything happening to him, and Yang refused to take any money because he wanted to die for his country. The party had a farewell dinner in the French Concession just before the bomb was to be thrown, and during the course of it Yang rushed out of the house. Tan, and another man not yet in custody, went after him in Shantung Road. They heard a loud explosion, and afterwards they knew that Yang had done his work. Yang was afterwards confronted by the other man in hospital, but he denied having thrown the bomb and with having any connection with the affair at all. He said he would be shot through the other man's fault.

The prisoner Yang had made a statement to Det. Sergt. Prosser, during which he said that on the night in question he came to Shanghai on a jaunt. He was passing the door of the newspaper office when he heard an explosion behind him. He did not see anyone trying to run away, and he did not know how the affair happened. The Court would hear, said Mr. Newman, that the man's wounds were in front of his body, and not behind, so he must have seen the bomb fall. He also denied being connected in any way with revolutionary matters.

F. C. Murdoch, an Indian watchman employed at the newspaper office, Det. Sergeant Prosser, and Det. Inspector Bek gave evidence bearing out the opening.

The case was adjourned.







The great offensive in the West is, becomes plainer every day, the result purely political considerations, as General Joffre, guided as he is personally by military motives, was all along opposed to undertake it at the present moment. He was, however, overruled by Sir David Grey.



## SHIPPING

## ARRIVALS

AIKOKU MARU, Japanese str., T. Yoshikawa, 30th November—Mitsui Bussan Kaisha.  
 EUGENIA, Russian str., 1,232, M. Weide, 1st December—Chefoo 24th December, General—Thoresen & Co.  
 HAITAN, British str., 1,183, J. S. Thompson, 1st December—Fochow 23rd November, Tea and General—Douglas LaPraik & Co.  
 KATORI MARU, Japanese str., 6,161, D. Kon, 1st December—Shanghai 23rd November, General—Nippon Yusen Kaisha.  
 LOONGSANG, British str., 1,092, Leask, 1st December—Manila 27th November, General—Jardine, Matheson & Co.  
 LUCHOW, British str., 1,221, D. R. Davies, 1st December—Shanghai 27th November, General—Butterfield & Swire.  
 MEXICAN PRINCE, British str., 1,953, MacDonald, 30th November—Shanghai 24th November, Ballast—Asiatic Petroleum Co.  
 MISHIMA MARU, Japanese str., 5,250, Wada, 1st December—London 23rd November, General—Nippon Yusen Kaisha.  
 MOURA, British str., 1,247, J. Telme, 30th November—Newcastle, N.S.W. 23rd November, Ballast—Order.  
 ONSANG, British str., 1,757, Tough, 1st December—Swatow 30th November—Jardine, Matheson & Co.  
 TANBAN MARU, Japanese str., 1,422, Nishikawa, 30th November—Chingwangtao 22nd November, Coal—Doddwell & Co.  
 TITANIC, Dutch str., 6,000, J. W. Bouman, 30th November—Sourabaya 20th November, General and Sugar—Java-China-Japan Line.  
 TRIGONIA, Dutch str., 1,063, F. J. Vijgeboom, 30th November—Singapore 22nd November, Kerosine Oil—Asiatic Petroleum Co.  
 WINGSANG, British str., 1,517, T. H. Lishman, 1st December—Wuhu 23rd November, Rice—Jardine, Matheson & Co.

## CLEARANCES

## IN THE HARBOR MASTER'S OFFICE.

December 1st.  
 DAINICHI MARU, Jap. str., for Hongkong.  
 MEXICAN PRINCE, British str., for Bank Papan.  
 MISHIMA MARU, Jap. str., for Shanghai.  
 TAKSANG, British str., for Haiphong.  
 December 1st.  
 CHUYEN, Chinese str., for Shanghai.  
 CHINGHOW, Brit. str., for Port Paracel.  
 DRUPAR, Norwegian str., for Swatow.  
 EMPRESS OF JAPAN, British str., for Vancouver.  
 HALDIE, Norwegian str., for Sourabaya.  
 KATORI MARU, Jap. str., for London.  
 KOHINA MARU, Jap. str., for Chingwangtao.  
 MENTOR, British str., for Liverpool.  
 NINGCHOW, British str., for Liverpool.  
 TENYU MARU, Jap. str., for Saigon.  
 WINGSANG, British str., for Canton.

## PASSENGERS.

ARRIVED.  
 Per Luchow, from Shanghai, for Hongkong, Mr. and Mrs. Amory and Mr. J. F. Carstairs.  
 Per Haitan, from Fochow, for Hongkong, Messrs. L. Benwick, W. L. Patterson, A. N. Pines, W. Nicholson, J. E. M. Beard, Mrs. L. Shirling, and child, Mr. and Mrs. Walton and 3 children, Rev. Rev. Haynes, Rev. A. Etienne, and Rev. L. Werner.  
 Per Mishima Maru, from London, etc. for Hongkong, Mr. L. Ross, Mrs. M. Slade, Mrs. Howe, Mr. Galbraith, Mr. T. Haslam, Mr. and Mrs. Sorenson and 2 children, Mrs. Linde, Mr. and Mrs. Holgesen, Mr. and Mrs. Breyer and child, Mrs. Farnival, Miss Cope, Mrs. Howell, Mr. T. Bannister, Mr. C. Catlin, and Mr. Cooke.  
 Per Katori Maru, from Shanghai, for Hongkong, Mr. H. N. Jeffries, Miss J. Wild, Mr. K. Imai, Mr. and Mrs. V. B. Souza, Miss A. L. Encarnacao, Miss M. Encarnacao, Mr. L. E. Ozerio, Mrs. and Miss Gross, Mr. and Mrs. Hastings, Mr. S. Suomatsu, Mr. and Mrs. Beswick, Mr. and Mrs. B. A. Hale, Mr. E. L. G. Arnold, Mr. and Mrs. G. C. Moxon, Mr. E. H. Grooms, Mr. A. F. L. de Silva, Mr. and Mrs. F. Kline, Miss V. Ellis, Mrs. M. Sano, Mr. J. Usuda, Mr. N. Futagawa, and Mr. S. Sakata.

## VESSELS EXPECTED.

AUSTRALIAN MAIL.  
 The str. Taiyuan left Port Darwin for Hongkong via Philippine ports, on 23rd inst., and may be expected to arrive on 5th December.

## THE ENGLISH MAIL.

The str. Kashmir left Singapore for this port on the 30th November, morning, with the outward English mails, and is due here on the 5th instant, at about day-light.

## P. &amp; O. STEAMER.

The str. Sardinia left Shanghai for this port on the 23rd November, at 11 a.m., with the Homeward English mails, and is due here to-day, at about day-light.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
 Kumsang, from Calcutta, is due in Hongkong on 5th December.

## CANADIAN PACIFIC STEAMSHIP LINE.

## THE STEAMSHIP "MONTEAGLE"

will be despatched from Hongkong at noon on WEDNESDAY, 8th DECEMBER, for VANCOUVER via Usual Ports of Call.  
 For passage fares, freight rates, etc., please apply to—  
 D. W. CRADDOCK,  
 General Traffic Agent,  
 Hongkong.

Hongkong, 18th November, 1915. [1203]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest "Kowloon" "2," midway between Kowloon and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	To-morrow, at 2 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAKUR	Brit. str.	—	A. Golyer	P. & O. S. N. Co.	About 10th inst.
LONDON & HULL	KIOTO	Brit. str.	—	B. Kon	THE BANK LINE, LIMITED	On 15th inst.
MASSILLON, LONDON & VIA SINGAPORE, &c.	KATORI MARU	Jap. str.	—	Costa	NIPPON YUSEN KAISHA	To-day, at Noon.
MASSILLON VIA PORTS	POLYTHESE	Freem. str.	—	Shinohe	MESSAGERIES MARITIMES	On 11th inst., at 5 P.M.
VICTORIA, B.O., & SWATOW VIA KUMSANG, &c.	YOKOHAMA MARU	Jap. str.	—	T. Suruga	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
VICTORIA & TACOMA VIA MANILA, &c.	OMADA MARU	Jap. str.	—	A. J. Hallay	OSAKA SHOSEN KAISHA	On 16th inst., at 5 P.M.
VANCOUVER & SEATTLE	MONTAGNE	Brit. str.	—	Manfield	CANADIAN PACIFIC R. CO.	On 8th inst., at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	KATUKU MARU	Jap. str.	—	Fillmer	JARDINE, MATHESON & CO., LD.	About 10th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHINTO MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	About 3rd inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ABAKAN	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 10th inst., at 10.30 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KITO MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	1 m.	P. W. Groom	TOYO KISEN KAISHA	On 8th Jan.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	TOYO KISEN KAISHA	On 10th inst., at Noon.
DELAGO BAY, DURBAN, EAST LONDON, &c.	ST. ALBANS	Brit. str.	—	E. S. Baikie	TOYO KISEN KAISHA	On 14th inst., at 4 P.M.
JAPAN	SUBAT	Brit. str.	—	—	TOYO KISEN KAISHA	On 16th inst., at 11 A.M.
Kobe & Yokohama	TITANIC	Dut. str.	—	Takeda	JAVA-CHINA-JAPAN LINE	On 4th inst.
Kobe & Yokohama	NIKKO MARU	Jap. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 15th inst., at 10 A.M.
Kobe & Yokohama	KUMSANG	Brit. str.	—	Shane	JARDINE, MATHESON & CO., LD.	On 9th inst., at D'light.
Kobe & Yokohama	HUOHO	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & CO., LD.	On 5th inst., at D'light.
Kobe & Yokohama	CHONGHONG	Brit. str.	—	H. G. N. Walker	JARDINE, MATHESON & CO., LD.	On 8th inst., at D'light.
Kobe & Yokohama	SINKIANG	Brit. str.	1 m.	C. Williams	JARDINE, MATHESON & CO., LD.	To-day, at 10 A.M.
Kobe & Yokohama	MISHIMA MARU	Jap. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 4th inst., at D'light.
Kobe & Yokohama	FOOKSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & CO., LD.	On 5th inst., at D'light.
Kobe & Yokohama	ROPSANG	Brit. str.	—	D. R. Davies	BUTTERFIELD & SWIRE	On 6th inst., at D'light.
Kobe & Yokohama	LUCHOW	Brit. str.	1 m.	S. Hornwood	JARDINE, MATHESON & CO., LD.	On 5th inst., at 2 A.M.
Kobe & Yokohama	CHUYEN	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	On 6th inst., at D'light.
Kobe & Yokohama	KASHIMIR	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & CO., LD.	On 7th inst., at D'light.
Kobe & Yokohama	TITANIC	Dut. str.	—	Murazumi	NIPPON YUSEN KAISHA	On 7th inst.
Kobe & Yokohama	WINGSANG	Brit. str.	—	S. Fujita	NIPPON YUSEN KAISHA	About 13th inst.
Kobe & Yokohama	PEWANG MARU	Jap. str.	—	E. E. Hetherington, R.N.R.	BUTTERFIELD & SWIRE	About 13th inst.
Kobe & Yokohama	ONYON MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
Kobe & Yokohama	NOYABA	Freem. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst., at 10 A.M.
Kobe & Yokohama	PAOTING	Brit. str.	1 m.	A. Kobayashi	OSAKA SHOSEN KAISHA	On 8th inst., at 2 P.M.
Kobe & Yokohama	KALU MARU	Jap. str.	—	J. S. Thomson	DOUGLAS LAFRAIK & CO.	On 7th inst., at 2 P.M.
Kobe & Yokohama	SOSHU MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & CO.	On 10th inst., at 2 P.M.
Kobe & Yokohama	BAITAN	Brit. str.	2 h.	W. C. Passmore	JARDINE, MATHESON & CO., LD.	On 4th inst., at 3 P.M.
Kobe & Yokohama	SAIYUN	Brit. str.	2 h.	W. G. G. Leask	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
Kobe & Yokohama	SAICHING	Brit. str.	2 h.	J. Walker	JARDINE, MATHESON & CO., LD.	On 11th inst., at 3 P.M.
Kobe & Yokohama	LOONGSANG	Brit. str.	—	W. M. Mesny	BUTTERFIELD & SWIRE	On 14th inst., at 3 P.M.
Kobe & Yokohama	THAN	Brit. str.	1 m.	S. Tokushige	NIPPON YUSEN KAISHA	On 7th inst.
Kobe & Yokohama	KUMSANG	Brit. str.	—	H. Nomura	OSAKA SHOSEN KAISHA	On 13th inst., at 7 A.M.
Kobe & Yokohama	YUNSHANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
Kobe & Yokohama	FAMING	Brit. str.	—	C. P. Sodden	DAVID SASSON & CO., LTD.	On 4th inst.
Kobe & Yokohama	LANGKON MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 5th inst., at 3 P.M.
Kobe & Yokohama	USE MARU	Jap. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	On 25th Jan.
Kobe & Yokohama	OSANG	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LTD.	To-day, at Noon.
Kobe & Yokohama	JAPAN	Brit. str.	—	Caize	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
Kobe & Yokohama	TOSA MARU	Jap. str.	—	Imakuni	OSAKA SHOSEN KAISHA	On 4th inst., at Noon.
Kobe & Yokohama	LAISANG	Brit. str.	—	J. B. Evans	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
Kobe & Yokohama	LAISANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & CO., LD.	On 5th inst., at 8 A.M.
Kobe & Yokohama	KEZO MARU	Jap. str.	1 m.	A. Kennedy	JARDINE, MATHESON & CO., LD.	On 9th inst., at Noon.
Kobe & Yokohama	KAIPONG	Brit. str.	—	—	—	—
Kobe & Yokohama	TAKSANG	Brit. str.	—	—	—	—
Kobe & Yokohama	LOKANG	Brit. str.	—	—	—	—
Kobe & Yokohama	HINSANG	Brit. str.	—	—	—	—

## INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HAIPHONG	"TAKSANG"	Friday, 5th Dec., 8 A.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 5th Dec., 3 P.M.
SHANGHAI, KOBÉ & MOJI	"LOONGSANG"	Saturday, 5th Dec., 3 P.M.
MANILA	"HOPSANG"	Sunday, 6th Dec., 5th Dec., D'light.
SHANGHAI	"CHONGHONG"	Sunday, 6th Dec., 5th Dec., D'light.
TIENTSIN & WEIHAIWEI	"LOKSANG"	Sunday, 6th Dec., 5th Dec., 8 A.M.
HOCHOW & HAIPHONG	"CHOYSANG"	Sunday, 6th Dec., 5th Dec., 8 A.M.
SHANGHAI	"WINGSANG"	Tuesday, 7th Dec., D'light.
SHANGHAI & SWATOW	"OHIPSHING"	Wednesday, 8th Dec., D'light.
TIENTSIN	"KUMSANG"	Thursday, 9th Dec., D'light.
MOJI & KOBÉ		

RETURN TOURS TO JAPAN.  
 The steamers "KUMSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (and Swatow) to Hongkong. Time occupied, 23 days. This service is supplemented by the "KATUKU," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.  
 A duly qualified surgeon is also carried.  
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.  
 Taking cargo on Through Bills of Lading to Kuantan, Labad, Davao, Singapore, Taiwan, Usank, Fuzhou and Amoy.

For Freight or passage, apply to JARDINE, MATHESON & CO., LTD.  
 Hongkong, 2nd December, 1915. GENERAL MANAGERS.

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA KOBÉ, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

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Hongkong, 16th April, 1915.

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## THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED MAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

## HOMeward.

## TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

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Hongkong, 26th October, 1915.

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## SHIPPING IN PORT

## STEAMERS.

GRIMIN, British str., 1,336, E. Jones, 30th November—Tourane 25th November, General—Order.  
 CHINGCHOW, British str., 1,195, Jas. Doyle, 29th November—Port Paracel 25th November, Lime Stone—Shewan, Tomes & Co.  
 CHINGCHOW, British str., 1,195, Jas. Doyle, 10th November—Port Paracel 7th November, Cement Stone—Shewan, Tomes & Co.  
 CHUNTSANG, British str., 1,417, C. J. Matlock, 29th November—Java 18th November, Sugar—Jardine, Matheson & Co.  
 DAYLIGHT, British barque, 3,589, Chartis Anderson, 14th November—Shanghai 9th November, General—Standard Oil Co.  
 DRUPAR, Norwegian str., 1,102, J. Bing, 29th November—Rice—Order.  
 DRUPAR, British barque, 1,620, A. Wadd, 20th November—New York 30th July, Kerosine Oil—Standard Oil Co.  
 GLENALLOCH, British str., 1,434, McKenzie, 23rd November—Singapore 16th November, General—Chinese.  
 HALVARD, Norwegian str., 1,066, C. Beck, 25th November—Hongkong 25th November, Coal—Thoresen & Co.  
 HONGWAN, British str., 2,060, Van Egdon, 24th November—Amoy 23rd November, General—Chinese.  
 HOPKINS, British str., 1,363, C. A. Robertson, 29th November—Shanghai 25th November, General—Jardine, Matheson & Co.  
 KWANGLEE, Chinese str., 1,350, Mo Arthur, 29th November—Shanghai 22nd November, General—Chinese.  
 KOKURA MARU, Japanese str., 1,875, P. Kuroshima, 25th November—Mitsui Bussan Kaisha.  
 LAERTES, British str., 1,340, A. Jenkins, 30th November—Saigon 23rd November, Rice—Chinese.  
 LOKSANG, British str., 967, D. W. Ritchie, 25th November—Haiphong 23rd November, General—Jardine, Matheson & Co.  
 MONTAGNE, British str., 3,853, A. J. Montague, R.N.R., 14th November—Vancouver, B.C., 17th October, General—Canadian Pacific Railway Co.  
 NIPPON MARU, Japanese str., 3,133, S. Zinto, 25th November—Mitsui Bussan Kaisha.  
 QUARTER, British str., 1,067, Hooker, 25th November—Bangkok 13th November, General—Butterfield & Swire.  
 RYNSHO MARU, Japanese str., 1,952, R. Shimokawa, 28th November—Dairen 21st November, Coal—Mitsui Bussan Kaisha.  
 SARDINIA, British str., 1,307, Hobbs, November 28th—Wuhu November 23rd, Rice—Butterfield & Swire.  
 SINKIANG, British str., 1,618, C. Williams, November 28th—Shanghai November 25th, General—Butterfield & Swire.  
 SZECHUEN, British str., 1,135, R. J. Caine, 25th November—Wuhu 23rd November, Rice—Butterfield & Swire.  
 SUNGKIANG, British str., 987, Robinson, 22nd November—Haiphong 10th November, General—Butterfield & Swire.  
 TAKSANG, British str., 790, R. A. Matthews, 28th November—Haiphong 25th November, General—Jardine, Matheson & Co.  
 TAIYO MARU, Japanese str., 1,625, S. Fumoto, 29th November—Dairen 24th November, General—Mitsui Bussan Kaisha.

## VESSELS ON THE WERT

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

## THE Steamship

"SARDINIA"  
 Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on or about the 1st December, 1915, taking Passengers and Mails for the above Ports, in connection with the S.S. "MALTA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "KASHGAR," due in London about the 17th Jan. 1916.  
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars apply to—  
 E. V. D. PARR,  
 For Superintendent.  
 Hongkong, 25th November, 1915. [1]

For BOSTON AND NEW YORK VIA SUEZ CANAL.

## THE Steamship

"INVERCLYDE,"  
 About 3rd December.  
 For Freight and further particulars, please apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 23rd October, 1915. [1119]

For VANCOUVER AND SEATTLE.

## THE Steamship

"KATUKU MARU"  
 About the 10th December.  
 For Freight and particulars apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 19th November, 1915. [1209]

## INDIAN AFRICAN LINE.

Cargo carried on through Bill of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 4th December.  
 PROPOSED SAILING: Connecting with "SUTAR" 18th December.  
 EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "SALAMIS"  
 From Hongkong: 25th Jan. 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.  
 FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—  
 THE BANK LINE, LIMITED,  
 MANAGING AGENTS.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

## JAPAN, CHINA AND STRAITS

## UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON & HULL ... "KIOTO" ... On 18th Dec.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.



# P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY via SARDINIA	Capt. J. F. Jeffery	3 P.M. 3rd Dec.	No. Special Advertisement
SHANGHAI, MOJI, KOBÉ, KASHI, and YOKOHAMA	Capt. C. E. Irving, R.N.R.	D'light 8th Dec.	Freight and Passage
LONDON and BOMBAY via NAMUR	Capt. A. Collyer	About 18th Dec.	Freight and Passage
SHANGHAI, MOJI, KOBÉ, NOVARA, and YOKOHAMA	Capt. H. R. Hetherington, R.N.R.	About 18th Dec.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR.

For Superintendent.

Hongkong, 1st December, 1915.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SZECHUEN"	On 2nd Dec. Noon.
SHANGHAI	"SINKIANG"	On 2nd Dec. 4 P.M.
HAIPHONG	"KAIKONG"	On 4th Dec. Noon.
NINGPO and SHANGHAI	"PAOTING"	On 4th Dec. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th Dec. D'light.
SHANGHAI	"LUOHOW"	On 5th Dec. D'light.
MANILA, CEBU and ILOILO	"TEAN"	On 7th Dec. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 14th Dec. 4 P.M.

DIRECT SAILINGS TOWARDS RIVER. Period Weekly.  
S.S. "LINTAN" and S.S. "SEANUI".  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Midships. Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".  
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI", "CHENAN", "LIANGCHOW", "LUOHOW", "YINGCHOW", and "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 2nd December, 1915.

TELEPHONE 35.

AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

### SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 3rd Dec., at 2 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 7th Dec., at 2 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 10th Dec., at 2 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 2nd December, 1915.

## BRITISH INDIA S. N. CO., LTD.

### APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.E. "JAPAN" 6013 tons, Captain C. P. Sadden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 4th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.,

Hongkong, 30th November, 1915.

AGENTS.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA

MANILA SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	18th Dec.	On 18th Dec. 11 A.M.
EMPIRE	7th Jan.	On 3rd Jan. 11 A.M.
EASTERN	29th Jan.	On 31st Jan. 11 A.M.
ALDENHAM		On 21st Feb. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
AGENTS.

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
"SHINYO MARU"	(Cargo Steamer) ...	FRIDAY, 10th Dec.
"NIPPON MARU"	11,000 — 18 knots ...	TUESDAY, 14th Dec.
"SHINYO MARU"	(Cargo Steamer) ...	THURSDAY, 21st Dec.
"SHINYO MARU"	22,000—21 knots ...	TUES., 28th Dec.
"KIYO MARU"	17,000 — 15 knots ...	SATURDAY, 8th Jan.
"PERSIA MARU"	9,000 — 17 knots ...	SATURDAY, 15th Jan.
"CHIYO MARU"	22,000—21 knots ...	TUES., 25th Jan.
"DAIREN MARU"	6,000 — 14 knots ...	TUESDAY, 3rd Mar.
"TENYO MARU"	22,000—21 knots ...	TUES., 15th Feb.

\* Cargo only.

† Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at NOON.

"Manila" at 10.50 A.M.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £96.10.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines

and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO  
LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA,  
IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
"KIYO MARU"	17,200 — 15 knots ...	SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,  
King's Building.

TELEPHONE 291.

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## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	"ATHOS"	About 13th Dec.
(Without Transshipment)	"PORTHOS"	On or about 31st Dec.
YOKOHAMA	"HOMER"	On 11th Dec., at 5 P.M.
MARSEILLES via SAIGON and PORTS	"POLYNESIE"	On 8th Jan., at 5 P.M.
(Without Transshipment)	"ATHOS"	On 8th Jan., at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

Subject to immediate alteration without notice.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI,

KOBE, YOKKAICHI AND YOKOHAMA.

Steamer "CANADA MARU" ... T. Suruga ... THURSDAY, 16th Dec., at 3 P.M.  
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"UME MARU"	...	MONDAY, 13th Dec., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami	SUNDAY, 5th Dec., at 10 A.M.
"DAWIN MARU"	S. Saito	SUNDAY, 12th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED. DAY, 8th Dec., at 8 A.M.

FOR HAIPHONG VIA PAKHOI.

Steamer	Captain	Leaving
"KEIJO MARU"	Imaizumi	FRIDAY, 3RD DEC., 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER,  
Second Floor, No. 1, Queen's Building.

# P. & O. S. N. CO.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to	SHANGHAI	to	MARSEILLES	at
	COLOMBO	HAI	MARSEILLES and LONDON	LES	London
Nov. 23	SARDINIA	Nov. 29	MALWA	1916	1916
Dec. 4	NAMUR	Dec. 11	MOOLTAN	Jan. 1	Jan. 8
Dec. 18	NANKIN	Dec. 26	MALOJA	Jan. 15	Jan. 22
1916		1916		Jan. 29	Feb. 5
Jan. 1	NOVARA	Jan. 10	ARABIA	Feb. 12	Feb. 19
Jan. 15	NELLORE	Jan. 24	MOLDAVIA	Feb. 26	Mar. 4
Jan. 29	SARDINIA	Feb. 7	KARMAIA	Mar. 11	Mar. 18
Feb. 12	NAMUR	Feb. 20	MEDINA	Mar. 25	Apr. 1
Feb. 26	NANKIN	Mar. 6	MONGOLIA	Apr. 8	Apr. 15
Mar. 11	NOVARA	Mar. 20	MALWA	Apr. 22	Apr. 29

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon "A"	£74.	£111.	
2nd Saloon "A"	£68.	£102.	
2nd Saloon "B"	£62.	£78.	
2nd Saloon "C"	£58.	£74.	
1st Saloon "A"	£70.	£105.	
2nd Saloon "A"	£64.	£98.	
2nd Saloon "B"	£58.	£74.	
2nd Saloon "C"	£54.	£70.	

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due
	YAMA	SHANGHAI	HONG	ST. PETERS	Marseilles	London
	about	about	about	about	about	about
			1916	1916	1916	1916
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £88 Single; 2nd Saloon £42 Single; £63 Return

FARES TO MARSEILLES: 1st Saloon £84 Single; 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,

FOR SUPERINTENDENT.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATES
MARSEILLES AND LONDON	"KATORI MARU"	21,000	THURSDAY, 2nd Dec., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	"KAMO MARU"	16,000	THURSDAY, 15th Dec., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"TAMBA MARU"	12,500	TUESDAY, 14th Dec., at Noon.
	"YOKOHAMA MARU"	12,000	THURSDAY, 23rd Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, BANGORANG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	"TANGO MARU"	13,500	TUESDAY, 14th Dec., at 4 P.M.
	"NIKKO MARU"	9,600	FRIDAY, 14th Jan., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	"TOSA MARU"	12,500	MONDAY, 6th Dec.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	"RANGOON MARU"	8,000	TUESDAY, 7th Dec.
SHANGHAI, MOJI and KOBE	"PENANG MARU"	8,000	TUESDAY, 7th Dec.
SHANGHAI, KOBE and YOKOHAMA	"MISHIMA MARU"	15,000	THURSDAY, 2nd Dec., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU"	9,600	MONDAY, 12th Dec., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	"CEYLON MARU"	8,000	TUESDAY, 7th Dec.

‡ Wireless Telegraphy.

## SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 650.
" " 2nd " " 400.	" " 2nd " " 350.
" " 2nd " " 300.	" " 2nd " " 250.
To London, Southampton, Liverpool via New York	£80.13.0
To Victoria, Vancouver, Seattle, Montreal	£25.0.0
To Sydney, 1st Single	£40.0.0
To Melbourne, 1st Single	£37.10.0
To Yokohama, 1st Return	£72.0.0
To Kobe, 1st Return	£73.16.0
" " 2nd " " 390.	" " 2nd " " 243.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 772 and 1941.



